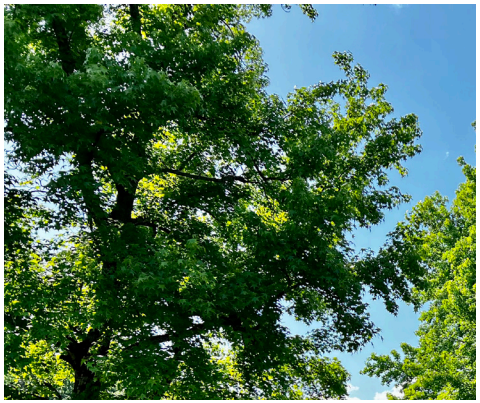
# CITY OF MAUMELLE



## ACTIVE TRANSPORTATION PLAN

CITY OF MAUMELLE

# ACKNOWLEDGMENTS

**Special thanks to the following people who made this plan possible:**
Citizens of Maumelle
Mayor Caleb Norris
Maumelle City Council
Maumelle Planning Commission

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**MISCELLANEOUS FIGURES*

# 1.0
# BACKGROUND

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Maumelle has a robust history echoing the growth and development of the region. The community's story dates back to the early 1800s when French explorers first ventured into the area, encountering lush landscapes and abundant wildlife.

Maumelle's true rise began in the 1970s when the Arkansas State Highway Department acquired land for the construction of Interstate 40. Recognizing the potential for growth, a group of Little Rock businessmen led by Jess P. Odom formed the Maumelle Land Development Company, envisioning a planned community that would offer modern amenities and a high quality of life. Development of plans for a modern town began in earnest in 1973, and Maumelle quickly became a haven for families and professionals seeking a peaceful respite from the nearby bustling city. The City incorporated in June of 1985, and today, Maumelle stands as a vibrant city with well-planned neighborhoods complete with trails, parks, schools, and a thriving business community, all while maintaining its natural beauty.

## Maumelle's Trails History

The City recognized the potential of its natural surroundings and included paved trails in its development plans in the late 1970s. The initial focus was on creating recreational opportunities by connecting neighborhoods and preserving the scenic beauty of the area. Over the years, the trail network has expanded significantly, catering to a diverse range of outdoor enthusiasts and becoming an integral part of the community's identity.

Maumelle boasts an extensive and well-maintained trail network offering a variety of experiences for walkers, runners, and bicyclists. The trails traverse Maumelle's diverse landscapes, including along Odom Boulevard, or amidst the rolling hills between neighborhoods leading to picturesque lakefronts at Valencia or Willastein. With 26 miles of interconnected trails and sidepaths and an additional 2 miles of trails owned by property owners' associations, individuals can explore the City. The current network provides recreational opportunities for residents and visitors alike.

Primarily designed to serve as a recreational network and foster neighborhood connections, most of the community trails are confined to the west side of Highway 100. With an average width ranging from 7 to 8 feet, they provide just enough space for users to traverse comfortably in both directions. Some issues along the trails prevail (pages 20-21). The most common is general trail damage attributed to root undergrowth, a testament to the strong natural ecosystem characterizing the region. Drainage also poses maintenance issues as well, as many segments alongside drainage corridors display signs of heavy washout damage. Additionally, multiple underpasses at Edgewood provide safe crossing for users without having to interact with vehicles, but in heavy rain events silt and debris are left in the tunnels.

# 1.0 BACKGROUND

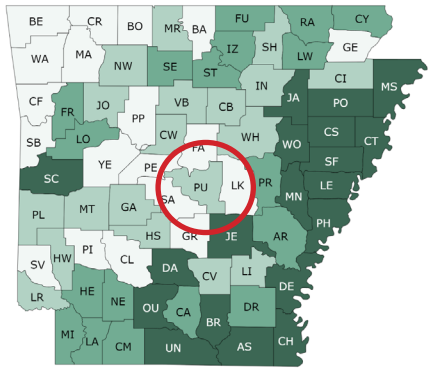
## OVERVIEW

### Health Benefits

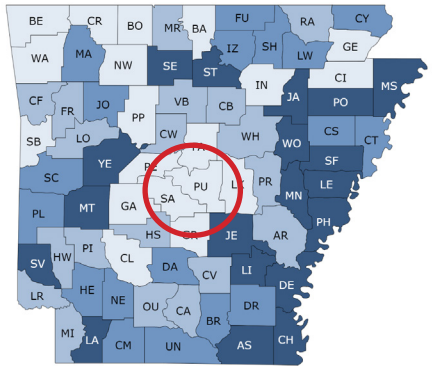
Despite the current lack of walkability and bike-ability in most cities, data shows that providing options for active mobility improves health and combats obesity, which affects a significant portion of the U.S. population.

According to data from the Journal of American Medicine and the Centers for Disease Control (CDC), Arkansas has high rates of obesity, both among adults and children. These rates have been on the rise, making it crucial to address the issue. In fact, the CDC estimates that unhealthy weight increases an individual's annual medical costs by nearly $1,429 compared to those with normal weight. Additionally, physical activity, such as walking or cycling, has a positive impact on mental health and reduces the risk of various diseases, including heart disease, stroke, type 2 diabetes, depression, and certain cancers.

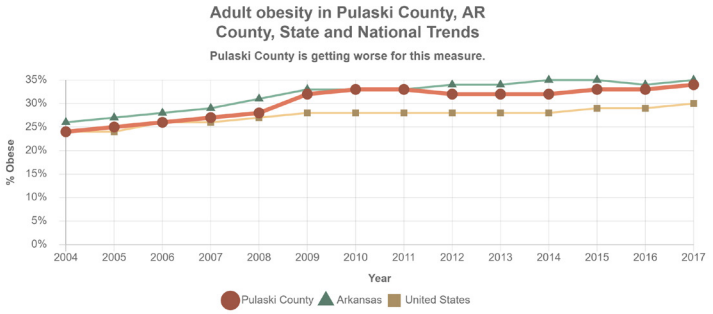
According to the Robert Wood Johnson Foundation, Pulaski County shows signs for improvement in its annually-reported **Health Outcome** rankings (Length of Life ranked 31st out of 75 counties and 11th in Quality of Life). While systemic poverty persists in many of Arkansas' rural counties, central and northwest Arkansas, along with Jonesboro lead the state in terms of easily accessible opportunities for bicycling and walking. **Health Factors** further confirm this assessment: Pulaski County ranks first in Clinical Care, but 48th in Physical Environment. With its existing trails network, Maumelle has a head start in establishing itself as a leading community for health and fitness in central Arkansas.



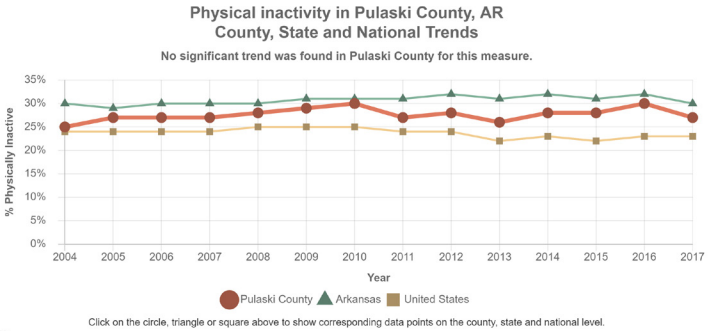

Health Outcome Ranks 1 to 19 20 to 38 39 to 56 57 to 75




Health Factor Ranks 1 to 19 20 to 38 39 to 56 57 to 75




Notes:
Each year represents a 3-year average around the middle year (e.g. 2015 is the middle year of 2014-2016).
Starting with the 2011 data, a new BRFSS methodology was introduced that included cell phone users. Data from prior years should only be compared with caution.




Notes:
Each year represents a 3-year average around the middle year (e.g. 2015 is the middle year of 2014-2016).
Starting with the 2011 data, a new BRFSS methodology was introduced that included cell phone users. Data from prior years should only be compared with caution.

## Economic Development & Sustainability

In addition to the immediate health benefits provided by an active transportation system, long-term economic benefits have also been observed in peer communities. In Northwest Arkansas,  homes within ¼ mile of the Razorback Greenway saw an average sale increase of $15,000 than those 2 miles from the trail. The Razorback Greenway measures 44 miles of paved trail, connecting its largest cities across two counties. In addition to increasing property values, the greenway is a recreational tourism magnet benefiting local businesses and restaurants: the region documented $56 million in business benefits in 2017. When studied again in 2022, that number had risen 44% to $100 million in impact to local businesses. Similarly, bike tourism impact rose from $27 million in 2017 to $37 million in 2022. Even larger-scale positive impacts have been observed: Northwest Arkansas homeowners see approximately $1.1 million of increased property value per mile of trail construction, as compared to homes further than a mile from the trail (Estimating the Economic and Health Benefits of Bicycling in Northwest Arkansas; BBC & Sam M. Walton College of Business Center for Business & Economic Research). In Austin, Texas some homes near trails are valued between 6%-20% more than properties not near a trail, and in Indianapolis, high-profile destination trails are associated with an 11% premium for homes within a half-mile of the trail.

Economic benefits are not measured solely by increased property values. Integrating zero-emission bicycle and pedestrian network that connects with transit as well as automobile infrastructure provides an additional transportation option to a region heavily dependent on automobiles. This is where economic benefits translate to increased equity and social impact. Research has shown that individuals who rely on bicycling or walking as their main form of transportation also live below the poverty line (U.S. Census Bureau; American Community Survey). A thorough system of trails providing connectivity to a broad range of destinations can increase the educated population as well by allowing children to walk and bicycle to their school safely.

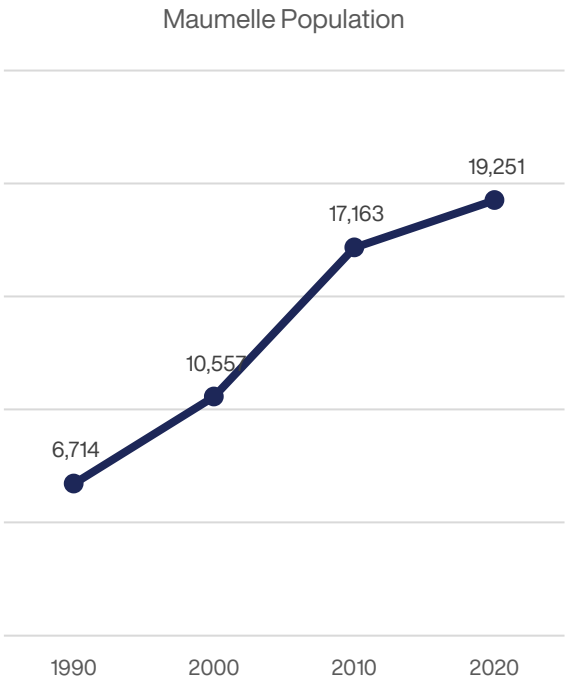
It is important to note that transportation and recreation can be simultaneous. Commuting to work by bike is less popular in Arkansas but is still an option in areas with safe and complete facilities for short trips. This is a matter of safety, as well: in terms of traffic deaths, Arkansas is the third-most dangerous state in the country for driving. One of the solutions to this epidemic is to provide alternative modes of transportation, ideally those that require residents the least amount investment, such as bicycling and walking (Source: Insurance Institute for Highway Safety; U.S. Department of Transportation's Fatality Analysis Reporting System (FARS)).

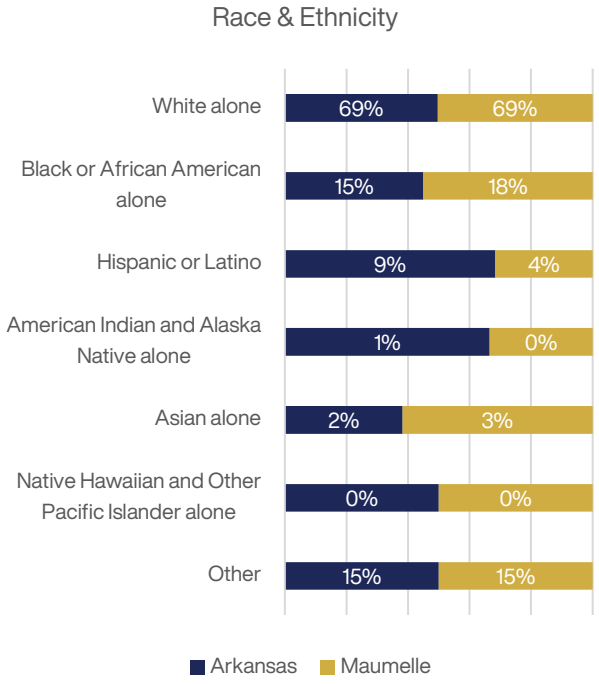
*Upper right and middle: photos of bicycle/pedestrian facilities in Austin, TX.*

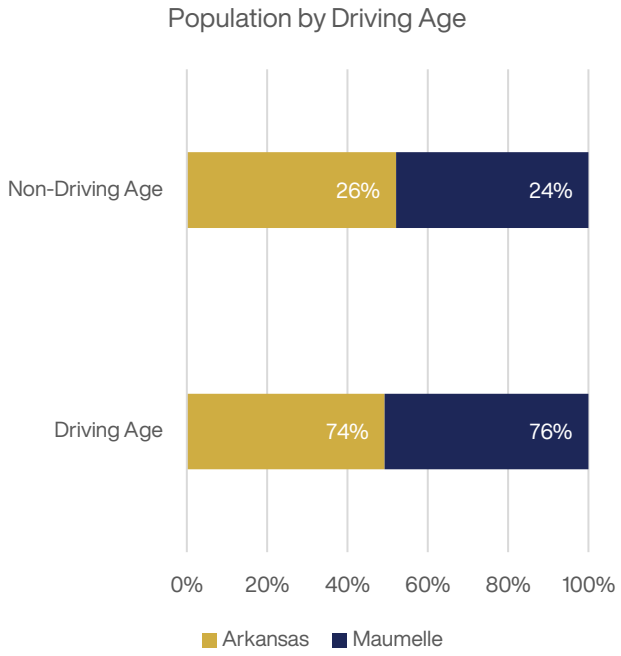
*Lower right: photo of a bicycle/pedestrian facility in Fayetteville, AR.*

# 1.0 BACKGROUND

## DEMOGRAPHICS



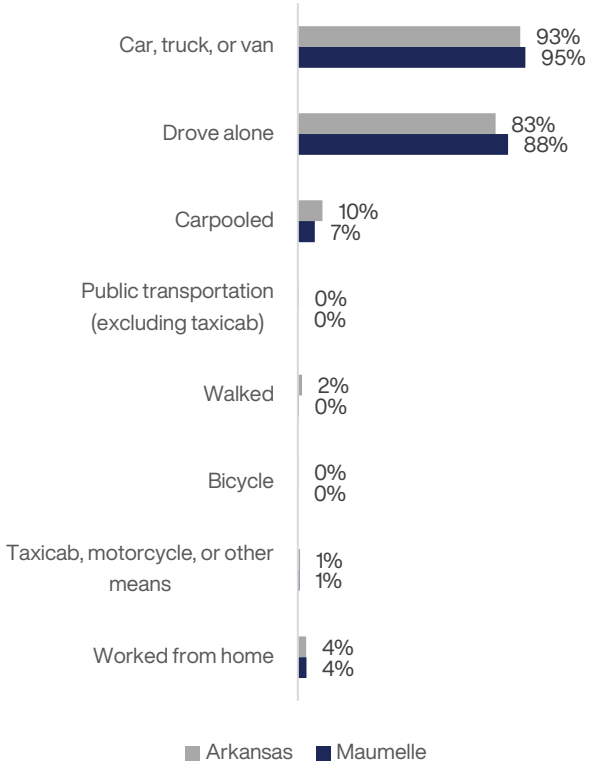

### Demographics

Since the City's incorporation in 1985, Maumelle has grown over the past forty years from 6,714 to 19,251. This upward trajectory has slowed somewhat in the last decade. Its population appears very similar to the makeup of the state of Arkansas, with the exception of African Americans. 18% of Maumelle's population is black or African American, slightly more than the state's 15%.

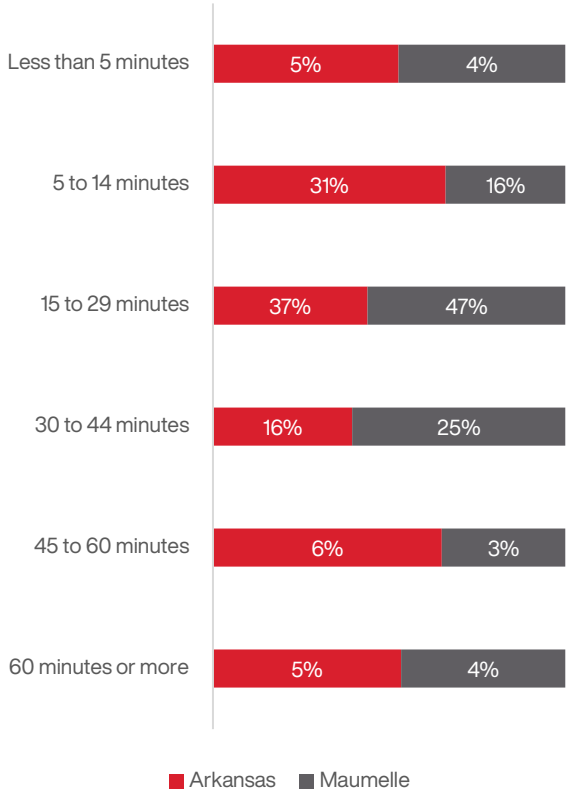
While not all are able to ride a bike, everyone utilizes a sidewalk at some point in their life. Age is one indicator of whether an individual will need to utilize an active transportation network. When grouping Maumelle's population into driving (15-74) and non-driving (0-14, 75+) ages, assumptions can be made regarding the anticipated demand for the proposed network. As a bedroom community oriented around education and family activities, Maumelle has a higher percentage of driving age residents than Arkansas since many leave the City to commute to work. In fact, the census bureau supports this assumption (see page 12).

The Census Bureau and additional economic research firms estimate that 8,605 individuals leave Maumelle to work elsewhere, while 5,699 enter the community to work at the industrial park or other employers. 729 are estimated to live and work in Maumelle. These are among the potential regular users of a bicycle and pedestrian plan. Non-driving populations include children and teenagers who are prime potential network users, as well as seniors seeking exercise.

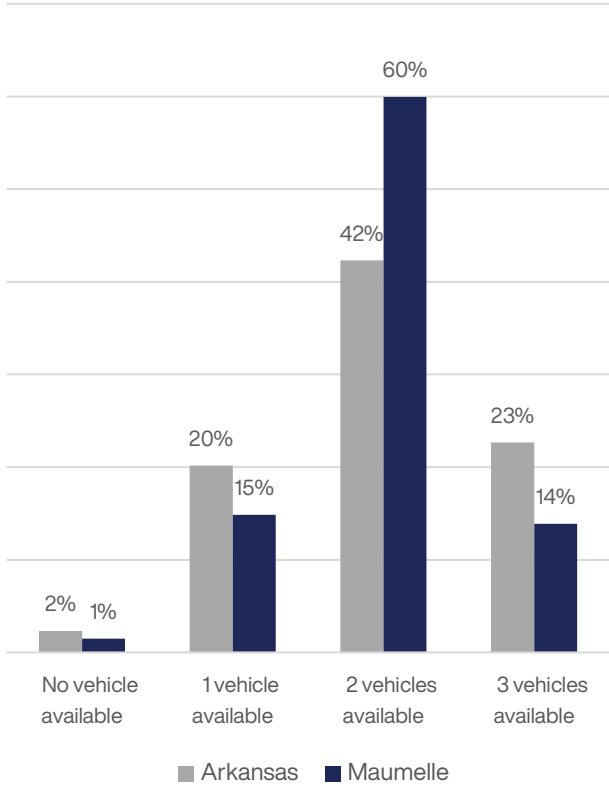
Method of Commute




Commute Time




Vehicle Availability




## Transportation

Maumelle has typical transportation characteristics compared to the state. More than average drive alone, fewer carpool, and slightly more work remote at home.

47% of the City's population drive between 15 and 30 minutes to work, and 25% drive 30 to 45 minutes, most likely commuting to Little Rock, North Little Rock, or Conway.

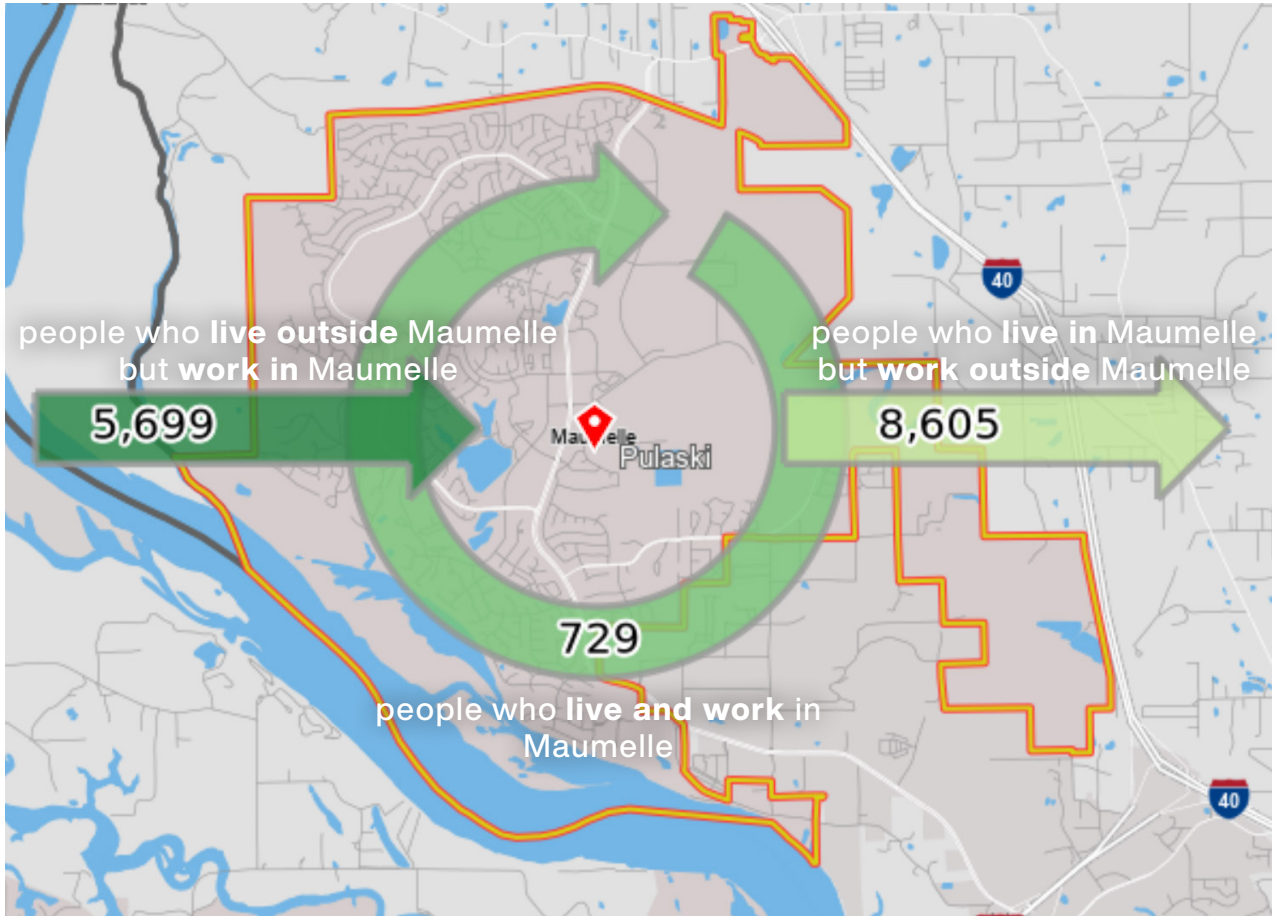
60% of residents have access to 2 vehicles, but only 14% have access to 3 vehicles.

# 1.0 BACKGROUND

## DEMOGRAPHICS

### Jobs Inflow & Outflow Model

Active transportation is centered on walking, bicycling, and rolling, those in our community who rely on a wheelchair for everyday movement. Broader transportation patterns linked to regional economic activity provide insight into current daily demand for active transportation in Maumelle. According to the U.S. Census Bureau, LEHD, and the Center for Economic Studies, 8,605 residents leave Maumelle to work outside of the community and 5,699 enter the community for jobs at the industrial park, educational institutions, and more. 729 are estimated to both live and work in Maumelle, one target audience for utilizing an active transportation network to get to and from work.



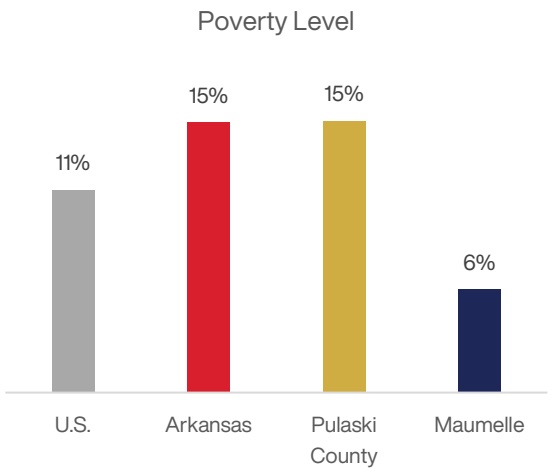


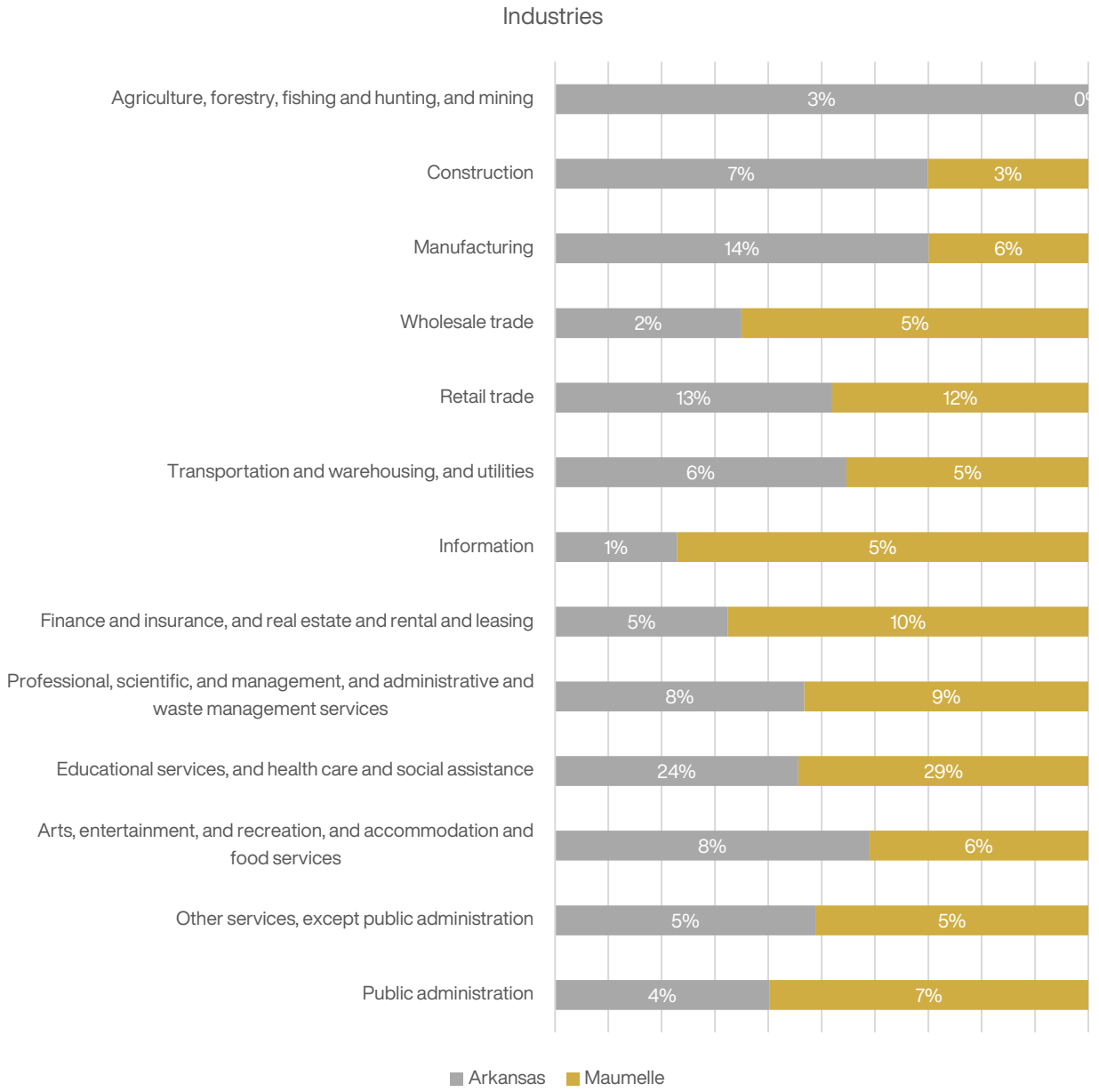
## Industries

Maumelle's economy is a mix of health care, education, finance, and various service sectors, all contributing to the growth and development of the region. Nearly one third of its residents are employed in the educational, healthcare or social services sector of the economy, with another 12% employed retail trade. This is no surprise due to the important role Maumelle's schools play in the region.

## Poverty

Poverty rates in Pulaski County matches that of the state as a whole at 15%, however, poverty rates are substantially lower in Maumelle at 6%. Poverty is a strong indicator of populations who may not have access to automobiles, and therefore may be in need of active transportation infrastructure to allow safe access to destinations around the community.



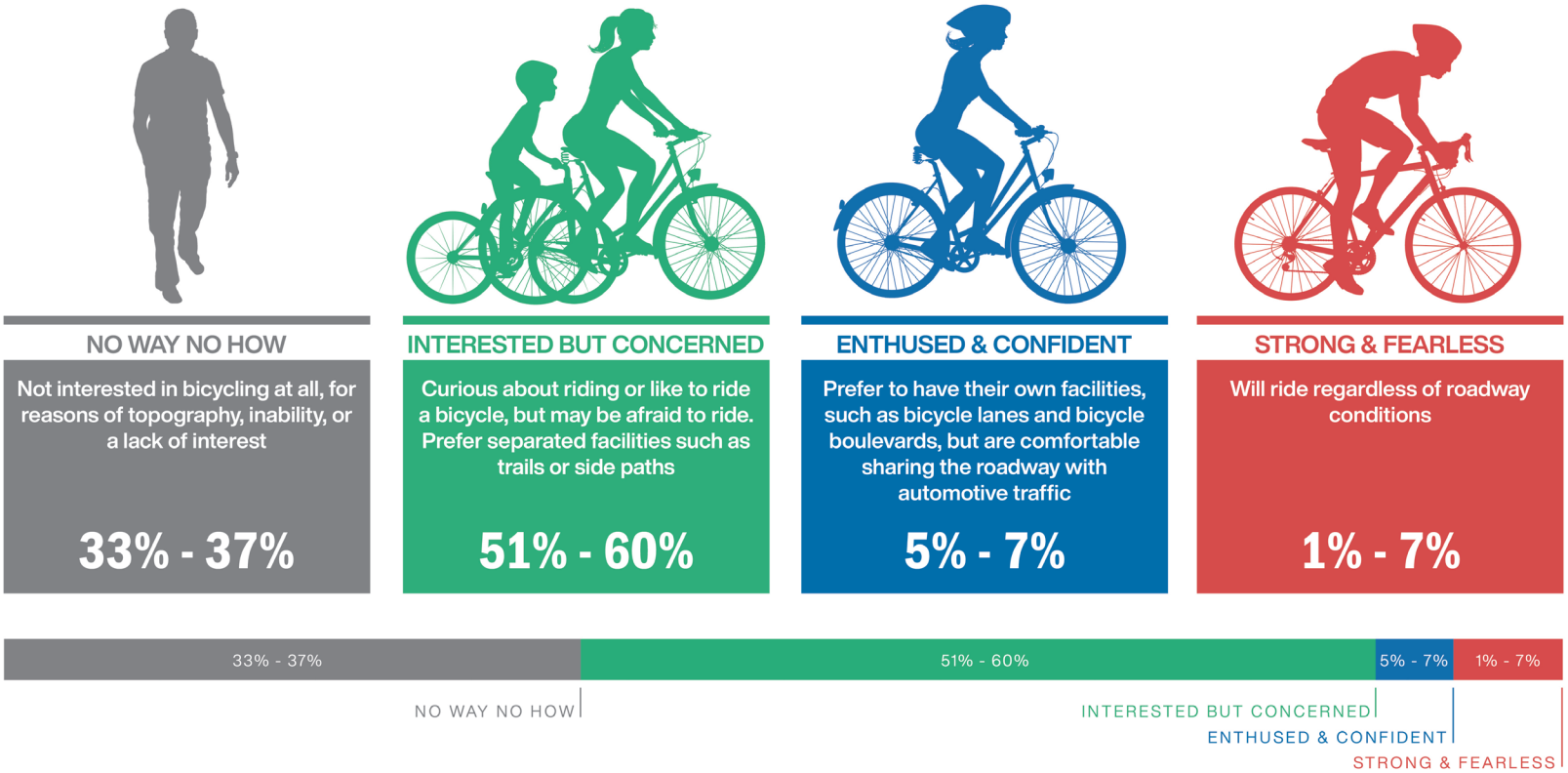



# 1.0 BACKGROUND

## DEMOGRAPHICS

### Types of Bicyclists: National Statistics

According to studies conducted in 2011 and 2016, nearly a third of the population is unwilling or unable to ride a bicycle. Another 51-60% are “interested but concerned”: this group prefers riding on trails or very low traffic neighborhood streets. Another 5-7% are “enthused and confident”: they will ride in bike lanes with traffic or cross busy streets to continue their route. Only 1-7% of cyclists are “strong and fearless”, riding out into the county at speeds surpassing 20mph.

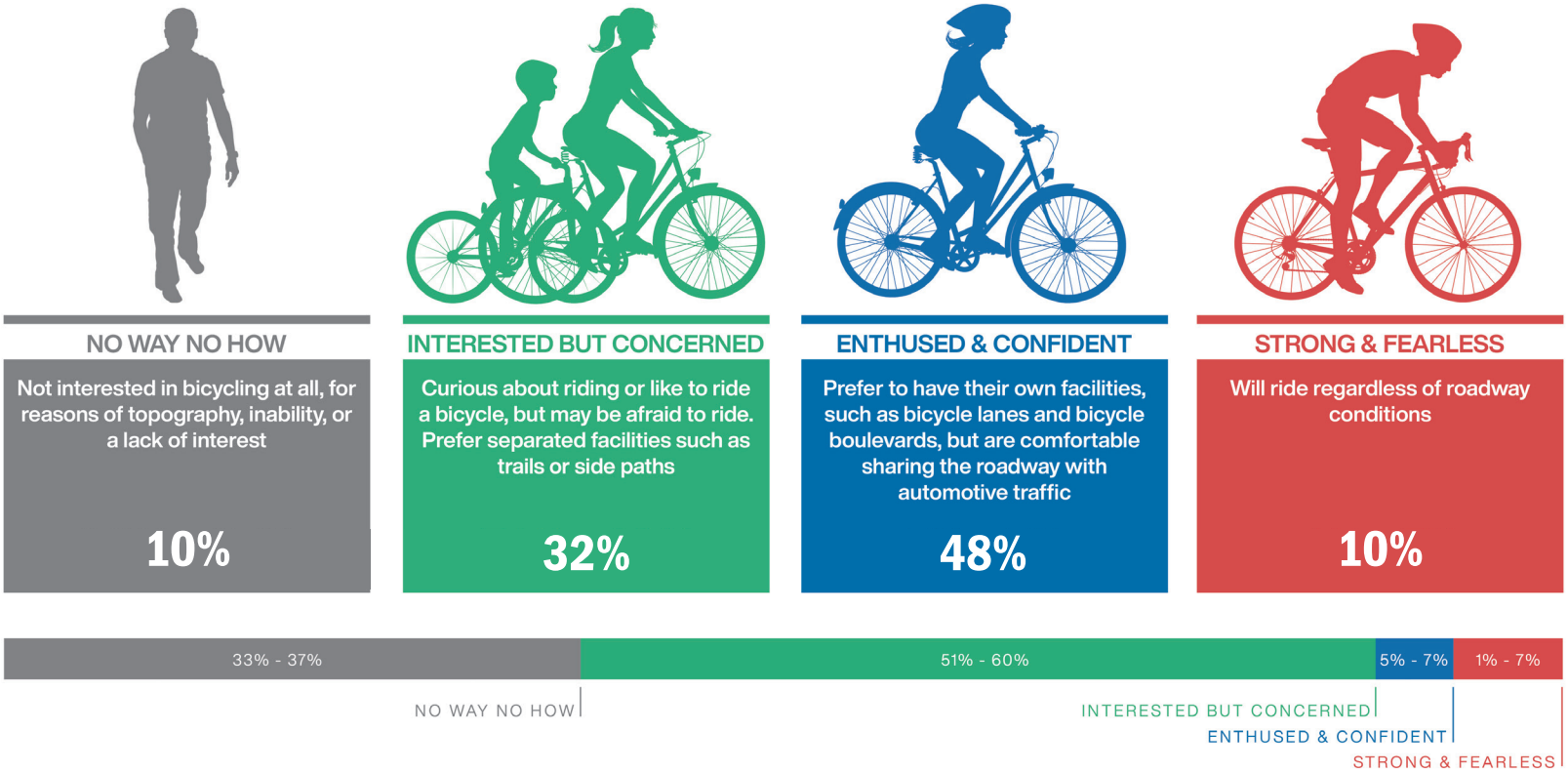



*Data: Revisiting the Four Types of Cyclists: Findings from a National Survey. Jennifer Dill and Nathan McNeil. Transportation Research Record: Journal of the Transportation Research Board, Issue 2587, January 1, 2016*
*Graphic: Crafton Tull*

## How does this compare to Maumelle?

As reflected in Maumelle's visioning survey results, bicycling is an important recreation option in Maumelle. Only 10% of respondents indicated their inability or lack of interest in riding, and of the remaining 90%, 48% could be described as "enthused and confident", ready to ride on bicycle lanes or in traffic if necessary. 32% of respondents could be described as "interested but concerned": their preference is for separated facilities such as sidepaths or trails. Only 10% of respondents can be considered "strong and fearless": they are comfortable riding with traffic and will ride on roads without bike lanes.

Those who may be skeptical of this data can observe results from a related question asked of the community. When asked which bicycle facilities public meeting attendees would prefer out of separated facilities (sidepaths & trails), protected or standard bike lanes, sharrows, signed routes and sidewalks, 47% indicated a preference for trails and sidepaths (Appendix A).



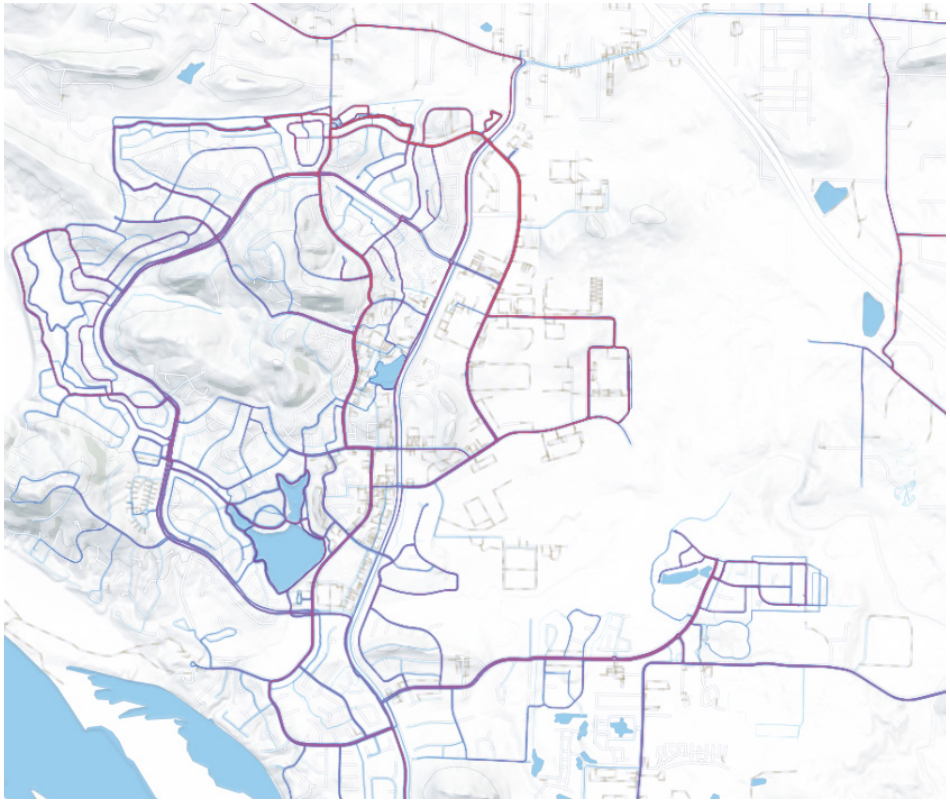

*Data: Revisiting the Four Types of Cyclists: Findings from a National Survey. Jennifer Dill and Nathan McNeil. Transportation Research Record: Journal of the Transportation Research Board, Issue 2587, January 1, 2016*
*Graphic: Crafton Tull*

# 1.0 BACKGROUND

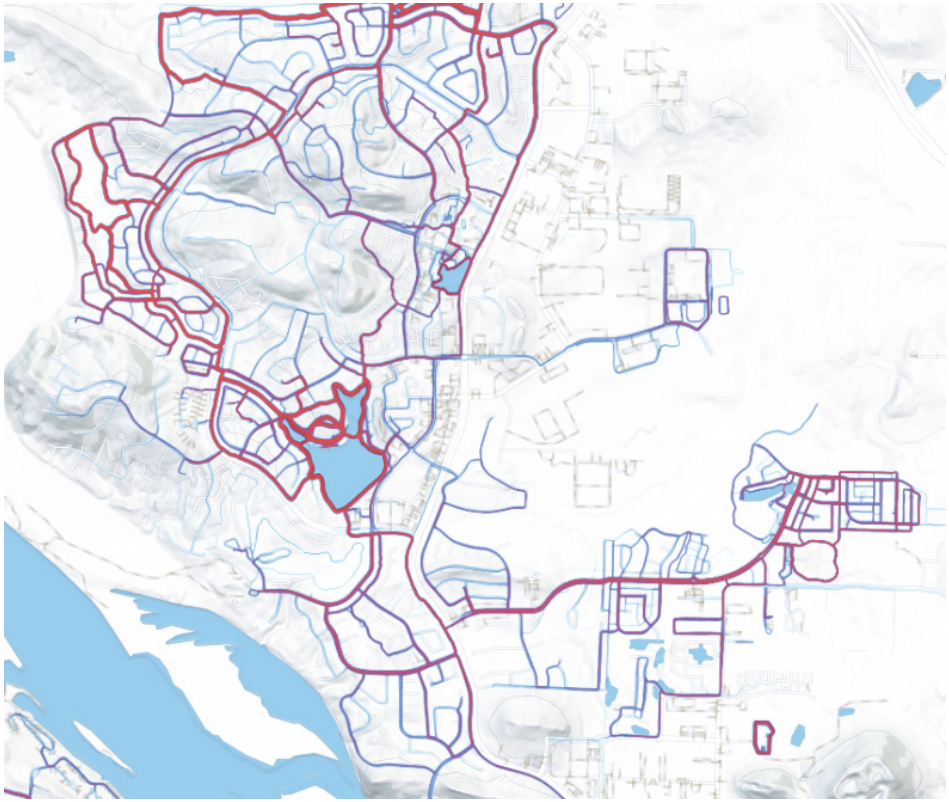
## DEMOGRAPHICS

### Strava: Network Users

Now that Maumelle's bicycling level of comfort is known, the remaining question is "where do citizens ride, walk, and run?" The recreation sport company Strava provides data answering this very question. The popular application tracks running, walking, bicycling and other motion sports, and while it does not account for every single bicyclist, runner or walker, it provides a strong level of representation of current user behavior. The biking heatmap shows that residents are regularly riding not just on trails, but along collector roads and even on Highway 365 up into Faulkner County. This also provides additional confirmation of use of existing facilities: bicycle lanes on Country Club Parkway and Arnold Palmer are bright red with frequent use, and while no facilities exist on Murphy Drive, this map itself led to the designation of a signed route on the industrial corridor as part of this plan. Club Manor is also bright red, as well as Edgewood, two important corridors in the community providing commercial, education and public services. And according to Strava, running and walking appear to be even more popular in Maumelle than bicycling. Many are running down Country Club Parkway, around Lake Willastein, on Odom, and even in neighborhoods these routes are clearly extremely popular. For citizens reasonably questioning the need for active transportation infrastructure, when comparing these Strava maps to existing facilities (pages 20, 24), it is clear that active transportation is already popular in Maumelle, and that additional or improved infrastructure is needed to accommodate existing demand.



*Strava biking heatmap of Maumelle*



*Strava walking/running heatmap of Maumelle*

## Comprehensive Plan

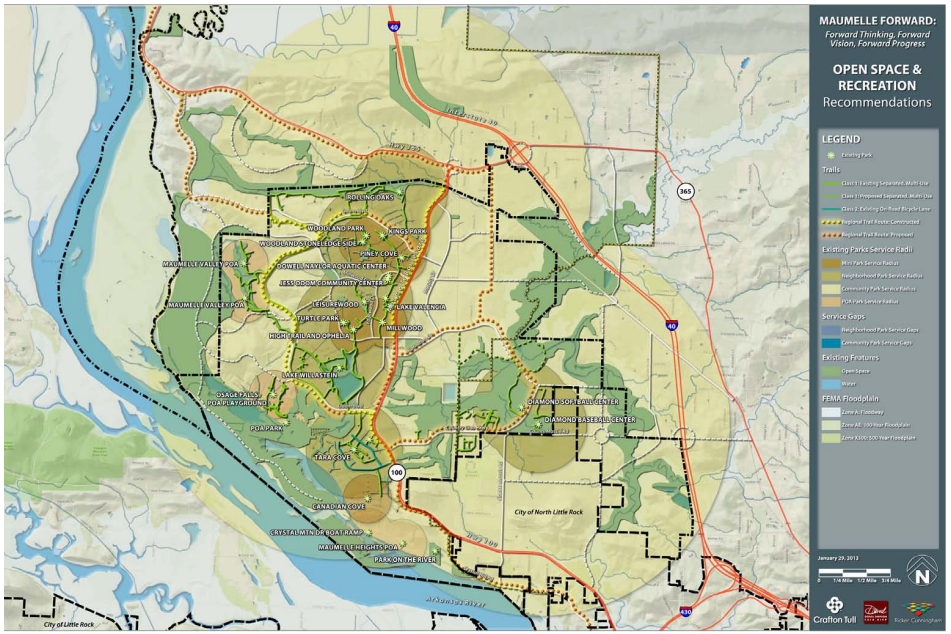
Adopted on October 21, 2013, the Maumelle Forward comprehensive plan organized and synthesized the community's desires for growth across several areas: land use, economic development, infill and redevelopment, community character, open space and recreation, transportation, and sustainability. The importance of the trail network was remarked upon in 2013 as follows:

"Trails and paths become connections between the grid and nature, intertwining each other and linking residential and commercial areas to the environment via greenways. The greenways become the life blood of the community. Having an address near or on any of these greenways becomes more valuable in more ways than just economics. Recreational opportunities, as well as alternate transportation options, are the result of this balance."

While new trails have not been added to Maumelle's network since the completion of the comprehensive plan, their recreation role in the community has not changed. Their connectivity to the education hub near Edgewood and parks throughout the community, most notably Lake Willastein, is still its primary transportation function. Active transportation components in the comprehensive plan begin with proposed trails in the Open Space & Recreation section (page 137) and Transportation Goal 3: "Support the development of a transportation trails network" and Goal 4: "Promot[ing] safe pedestrian routes to school and work" (page 142). Additional policies included the following:

- Sidewalks along specific community corridors of varying traffic volumes
- Protected crossings across or underneath high-volume roadways
- Extending the regional trail network south
- Acquiring trail easements around the community
- Safe routes to school(s)
- Lighting, pavement markers, and signage for trail intersections with roadways
- Neighborhood trail connections
- Complete Streets Policy

Each of the considerations for bicycling, walking, and related policies in Maumelle's comprehensive plan were reviewed and included in this bicycle and pedestrian plan development process.




Strategic Plan 2013 137

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# 2.0

# COMMUNITY ANALYSIS

# 2.0 COMMUNITY ANALYSIS

## EXISTING CONDITIONS

### Trails Inventory Report

With 26 miles of paved asphalt trails, Maumelle leads Central Arkansas as the city with the highest mileage of multi-use paths. Some trails are owned by property owners associations (2 miles in total) and were not documented as part of this study, and are not included in the total estimate of 26 miles. POA trails are internal to the Osage Falls and Riverland neighborhoods, among others, offering no broader network connectivity. About half a mile of sidepath (0.4) is located along Woodland Drive between Odom and Edgewood.

City-owned easements, utility easements, along creeks and inside floodplains, and essentially every physical characteristic that could allow trail access has been utilized. As the community transitioned from a planned community to an incorporated municipality and built out its commercial core along Highway 100, some trails were strategically planned to connect everyday destinations like schools, but most terminate in other neighborhoods or at the centralized location of Lake Willastein. Highway 100 also acts as a barrier to multi-use connectivity: some sidewalks and signalized intersections allow bicyclists and pedestrians to cross safely, but few continuous trails exist on its east side of the community.

This sort of connectivity from neighborhood to neighborhood was built primarily for recreation, and as an active transportation plan, this study aims to utilize existing trails to connect practical destinations. Maumelle's current trails network, while shaded and located within beautiful natural areas, is difficult to navigate simply because there is no wayfinding or directional signage. In some areas, trails will split in two directions with no intuitive way for users to know where they may be going. Pocket parks, major parks, schools, the community center and pool, and commercial destinations between Highway 100 and Club Manor should be detailed on wayfinding signage.

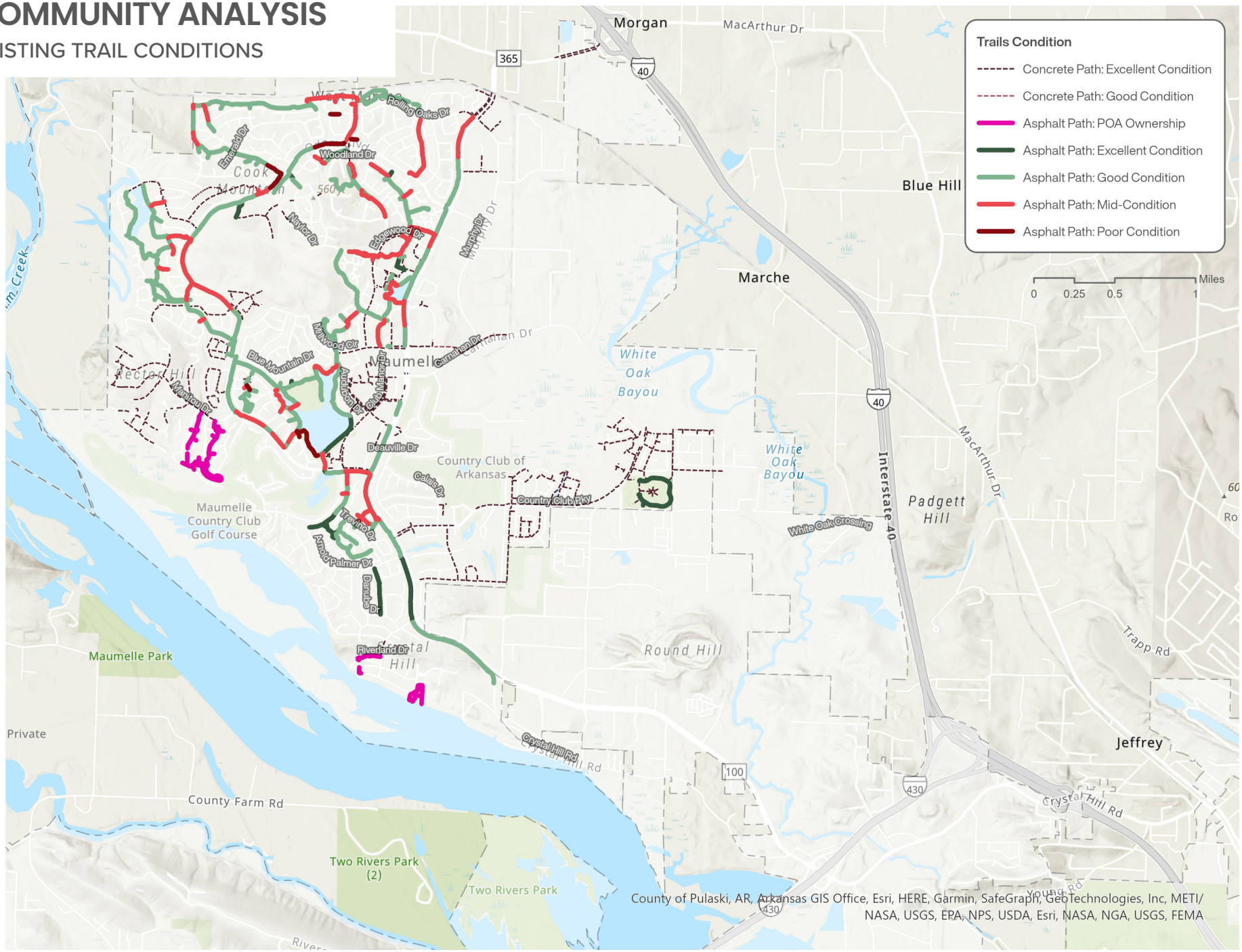
In the forty-something years since these recreational trails were built, root undergrowth, rain freeze/thaw, and utility maintenance have proven to be the top three factors contributing to their deterioration. While utility maintenance as well as some pavement cracking is inevitable, root undergrowth occurs due to laying asphalt directly on soil without providing a proper subbase, which minimizes root undergrowth, freeze damage and edge deterioration.

As part of this plan, Maumelle's trail system was examined via bicycle, with each segment documented for existing condition. While the most common form of damage is crumbling edges and root undergrowth pressing the asphalt upward, most of Maumelle's trails are in relatively good condition (ranking 3 out of 4). Areas with greatest damage include along Odom near Traveler Lane where milling roots down has allowed water to enter cracks, freeze, expand the trail, and provide natural opportunities for further damage. In general, areas such as these along creeks or near water around Lake Willastein are those in most need of repair.

Street intersections and connections were also documented. A staggering 40 trail connections to streets or cul-de-sacs make it possible for a runner or cyclist to access trails from most streets in the community. This provides opportunities for additional directional signage and mini trailheads at cul-de-sacs. With regards to trail crossings at streets, most crosswalks are either faded or nonexistent. Central Maumelle features some challenging areas where a user is forced to make a sharp diagonal crossing where trails do not line up. Overall, this plan addresses areas that do not have high-visibility crosswalks, and where Rectangular Rapid Flashing Beacons (RRFBs) or HAWK signals are recommended to provide the safest possible experience for trail users. This is determined by land use contexts and is heavily dependent on average daily traffic (ADT) and vehicular speed limits.

# COMMUNITY ANALYSIS

## EXISTING TRAIL CONDITIONS

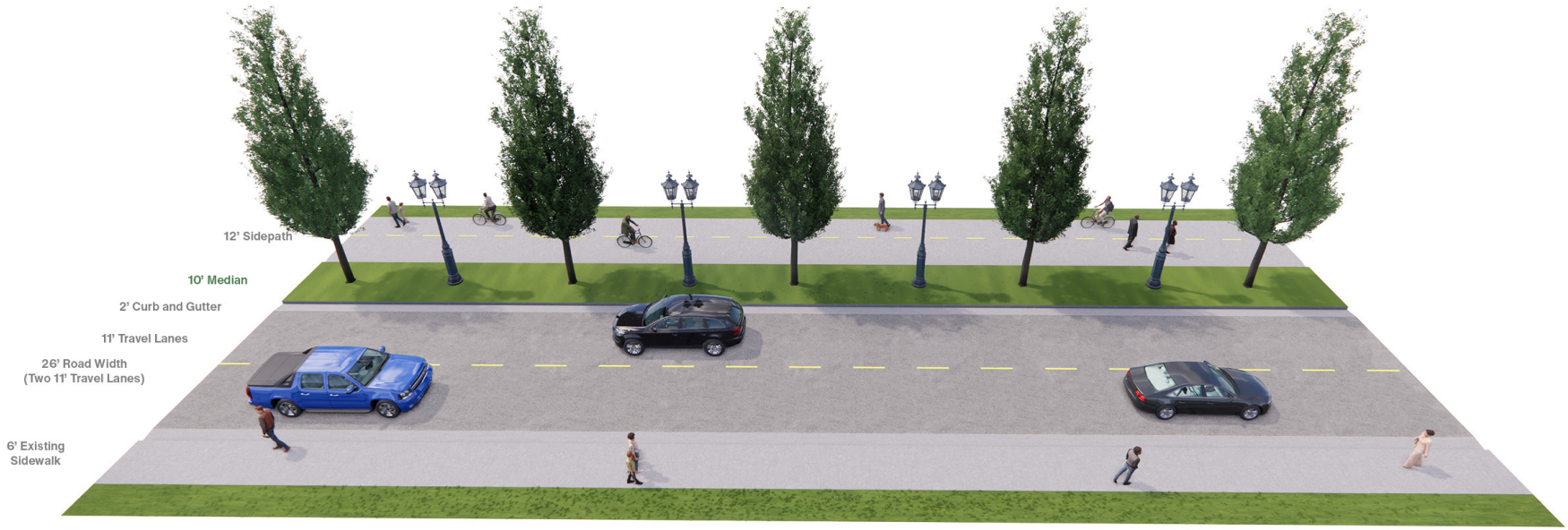


# 2.0 COMMUNITY ANALYSIS

## EXISTING CONDITIONS

The trail at the south end of Maumelle near the intersections of Maumelle Boulevard and Crystal Hill Road is the longest continuous stretch of trail in Maumelle, and as of the writing of this report remains in excellent condition. Leaders in the community foresaw the benefit of a future bicycle and pedestrian connection to the Arkansas River Trail and built to the city limits with the intention of allowing neighboring North Little Rock to pick up and continue to Central Arkansas' premiere trail network. In fact, this route has been selected as the primary alignment for the Northwest Corridor, a branch of the Central Arkansas Greenways region trail system plan adopted by Metroplan in July of 2023. The Greenway standard is a 14' trail or sidepath completely separated from vehicles, and although this has yet to occur, bicycle lanes have been constructed on Crystal Hill Road from the trail's termination to Counts Massie Road. It is the plan's long-term recommendation that these facilities be replaced with a separated facility offering maximum safety for pedestrians and bicyclists exploring the regional greenways system.

The Northwest Corridor begins at the Arkansas River Trail and passes through the Northshore Business Park, utilizing a scenic pathway along White Oak Bayou to cross underneath Crystal Hill Road and I-430 before crossing Highway 100 at a future traffic signal to connect back to Crystal Hill Road. When the trail enters Maumelle at Odom Boulevard, the route turns north and continues along Club Manor in the form of an urban sidepath. The area includes many popular essential destinations such as Kroger, pharmacies and other medical offices, as well as commercial dining and recreational options such as Lake Willastein. Tract D is also located along this route, ensuring future active mobility connections will be present when the area is developed. Maumelle's new Gateway Park, located at the site of the former municipal center, is connected by one branch of the regional greenway that passes through the park before continuing up existing trail along the west side of Highway 100. Users also have the option of turning west at Millwood Circle to continue north on Edgewood, also designated as the Northwest Corridor. Edgewood is a vital area in Maumelle with multiple schools, the community center, and access to many more neighborhoods in the City.




*Above: Future Club Manor Dr. in Maumelle*

# PROPOSED REGIONAL ROUTES

FAULKNER, LONOKE, PULASKI, & SALINE COUNTIES

# 2.0 COMMUNITY ANALYSIS

EXISTING CONDITIONS

## Sidewalks

Maumelle has a well-established sidewalk network spanning a total of 23 miles which complements the trail system and contributes to a mostly comprehensive and interconnected active transportation infrastructure. With an average width ranging between 3.5 to 4 feet, these sidewalks provide space for pedestrians to navigate safely. However, sidewalks are not present in all neighborhoods and are mostly reserved for important neighborhood connections to parks or trails. Most are present around the City's commercial corridor along Edgewood and Club Manor.

Certain critical gaps in the sidewalk network exist, such as along Country Club, where pedestrian connectivity is missing between Country Club Circle and Grenoble Circle. Efforts should be made to address these gaps and create a more cohesive pedestrian network throughout the City. Nevertheless, the existing sidewalks in Maumelle are generally in excellent condition, reflecting a commitment to regular maintenance and ensuring the safety of pedestrians. The City's dedication to maintaining the quality of its sidewalks enhances the overall pedestrian experience and promotes a walkable environment.

## Bicycle Facilities

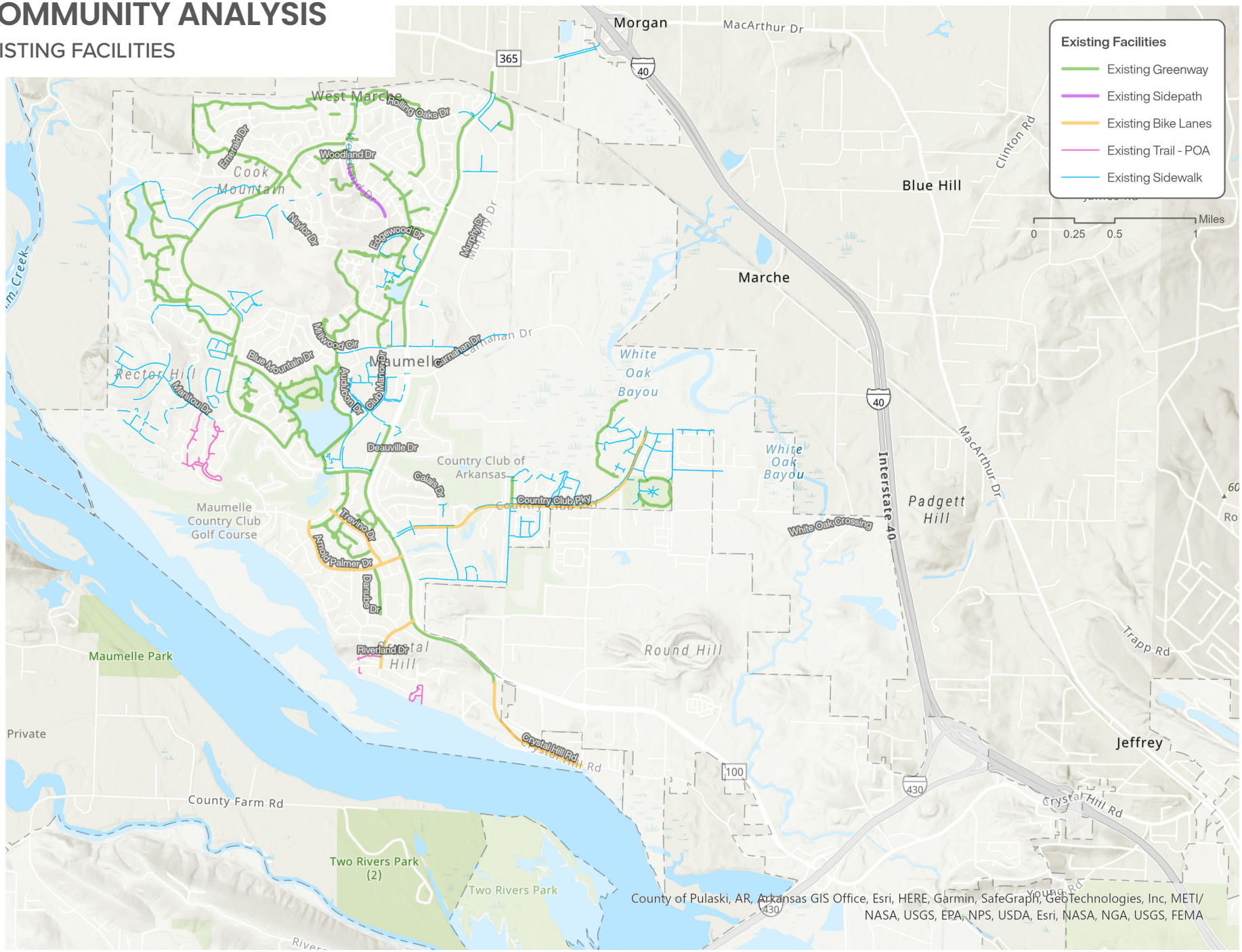
Maumelle has just under 4 miles of on-street bicycle facilities. Standard bicycle lanes can be found on Arnold Palmer Drive, Country Club Parkway, Crystal Hill Road, Riverland Drive, and Trevino Drive. Riverland Drive and Arnold Palmer Drive are wide enough to accommodate buffered bicycle lanes, offering more safety for riders, and are recommended in the proposed network.

**Bicycle Lanes: 3.93 Miles**

**Total Existing Bicycle Facilities: 3.93 Miles**

# COMMUNITY ANALYSIS

## EXISTING FACILITIES



# 2.0 COMMUNITY ANALYSIS

## TECHNICAL + COMMUNITY ASSESSMENT

### Assessment Types

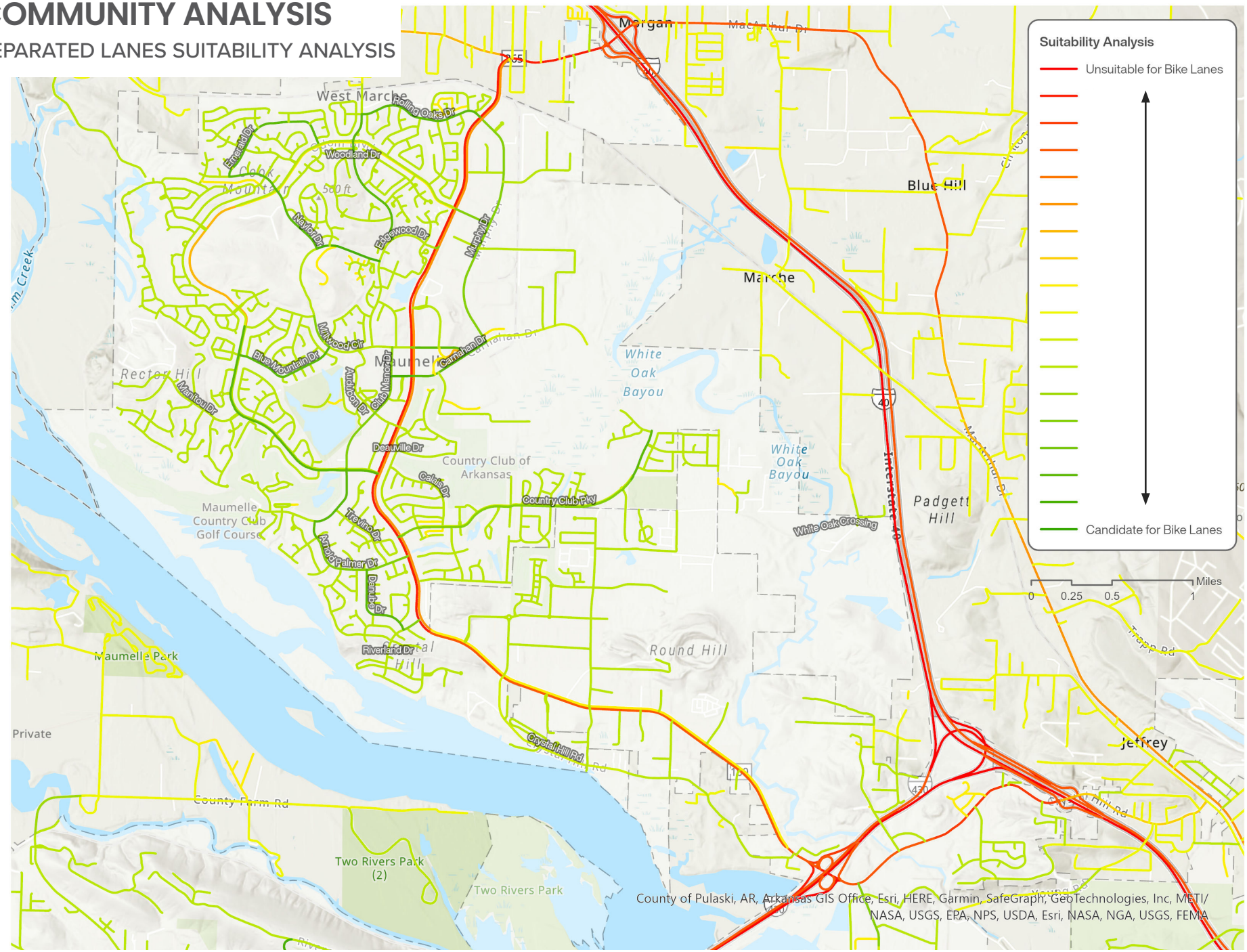
Technical and Community assessments were prepared to gain initial insight into the physical characteristics of Maumelle's road network and other qualitative community information. Technical assessments primarily involved geographic information systems (GIS) data, and community assessments were gathered from the visioning survey and public meetings.

### Technical Assessment: Separated Lanes Suitability

Utilizing GIS data combining scores for average daily traffic, number of lanes and roadway width, and presence of shoulders on roads, an on-street suitability analysis was created to visually describe potential roads suitable for bicycle lanes. Ideally, these are roads with medium-level daily traffic counts that connect neighborhoods or community destinations with other community destinations. Shoulder width particularly is an important factor due to providing extra roadway width for bicycle lanes, in some cases with buffers to add further protection from vehicles. The results were informative, with dark green roads symbolized to reflect optimal suitability and red unsuitability. This analysis led to new network proposals for bicycle lanes on Rolling Oaks, Club Manor, Arnold Palmer, and Danube.


# COMMUNITY ANALYSIS

## SEPARATED LANES SUITABILITY ANALYSIS

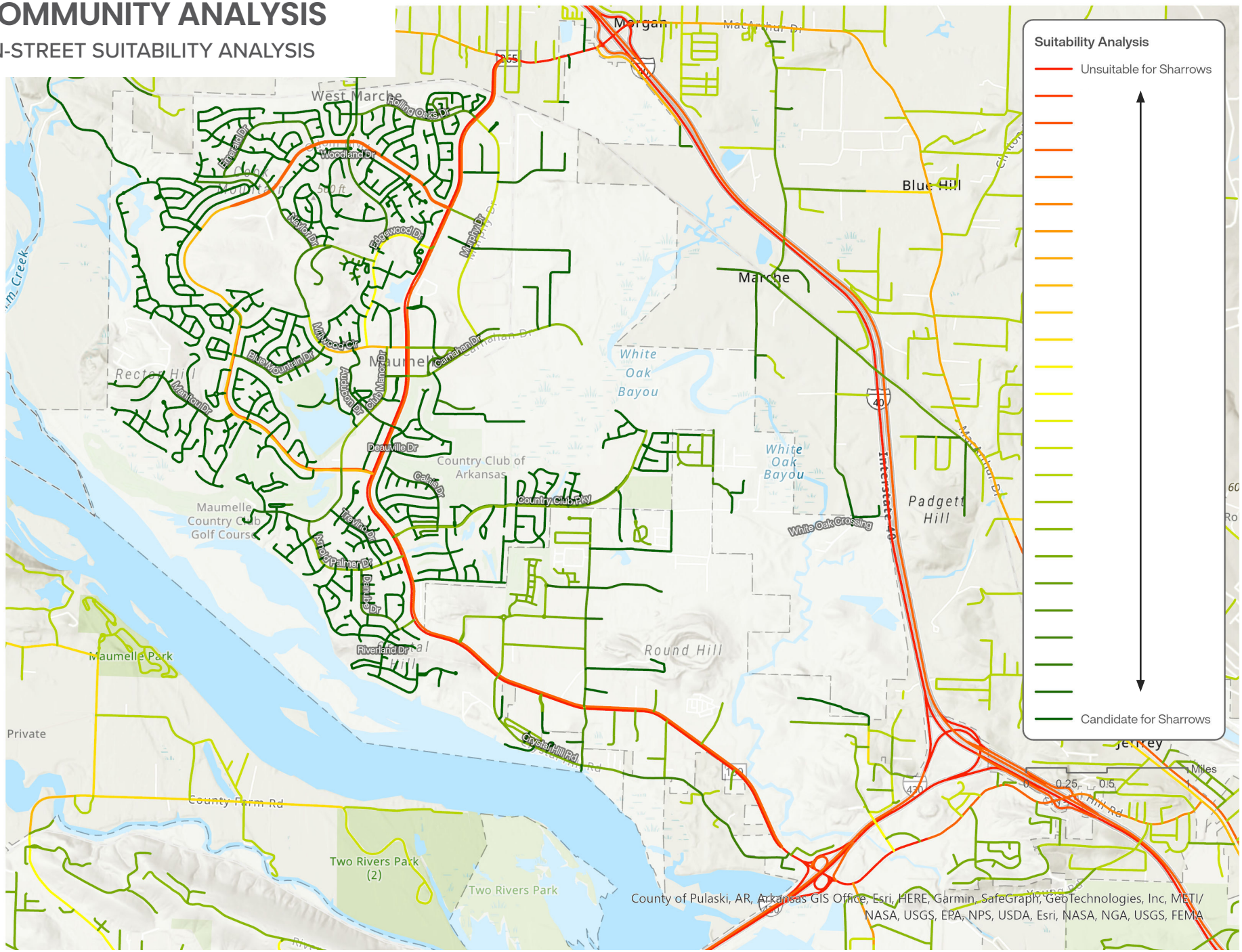


### Technical Assessment: On - Street Suitability

The same information was collated and summarized to run the same process to determine suitability for shared-street facilities. While the separated lanes suitability analysis allowed for higher-traffic roads, the on-street analysis cuts off suitable roads at 1,000 vehicles per day. Sharrows, or share the road arrows, are the only facilities considered “on-street” and are meant to connect neighborhoods to higher-capacity facilities, such as bicycle lanes or trails.

# COMMUNITY ANALYSIS

## ON-STREET SUITABILITY ANALYSIS



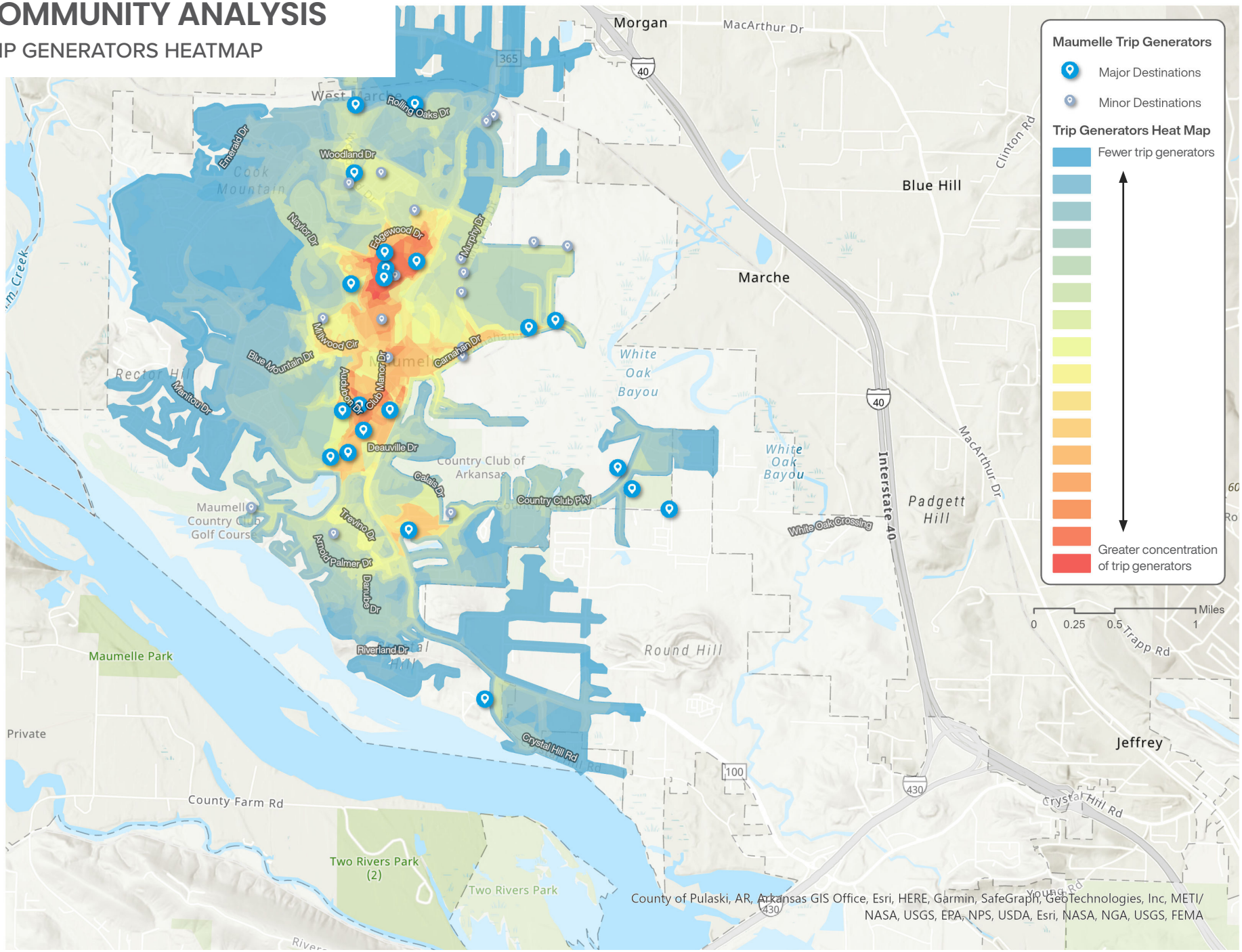
## Technical Assessment: Trip Generators

Active transportation would be a misnomer without considering citizen's most desired destinations. The trip generator analysis indicates the close proximity of every notable destination in the community to each other, including neighborhoods. Schools, parks, daycares, future town centers, essential services (grocery stores and pharmacies), major employers and municipal destinations were all included in the trip generator analysis. The results are displayed in a heatmap to visually depict the location of activity clusters that have the potential to generate walking or bicycling trips, and where active transportation facilities should connect.

The commercial corridor between Club Manor Drive and Highway 100 is a long, bright red hot spot that can be considered the cultural epicenter of Maumelle.

# COMMUNITY ANALYSIS

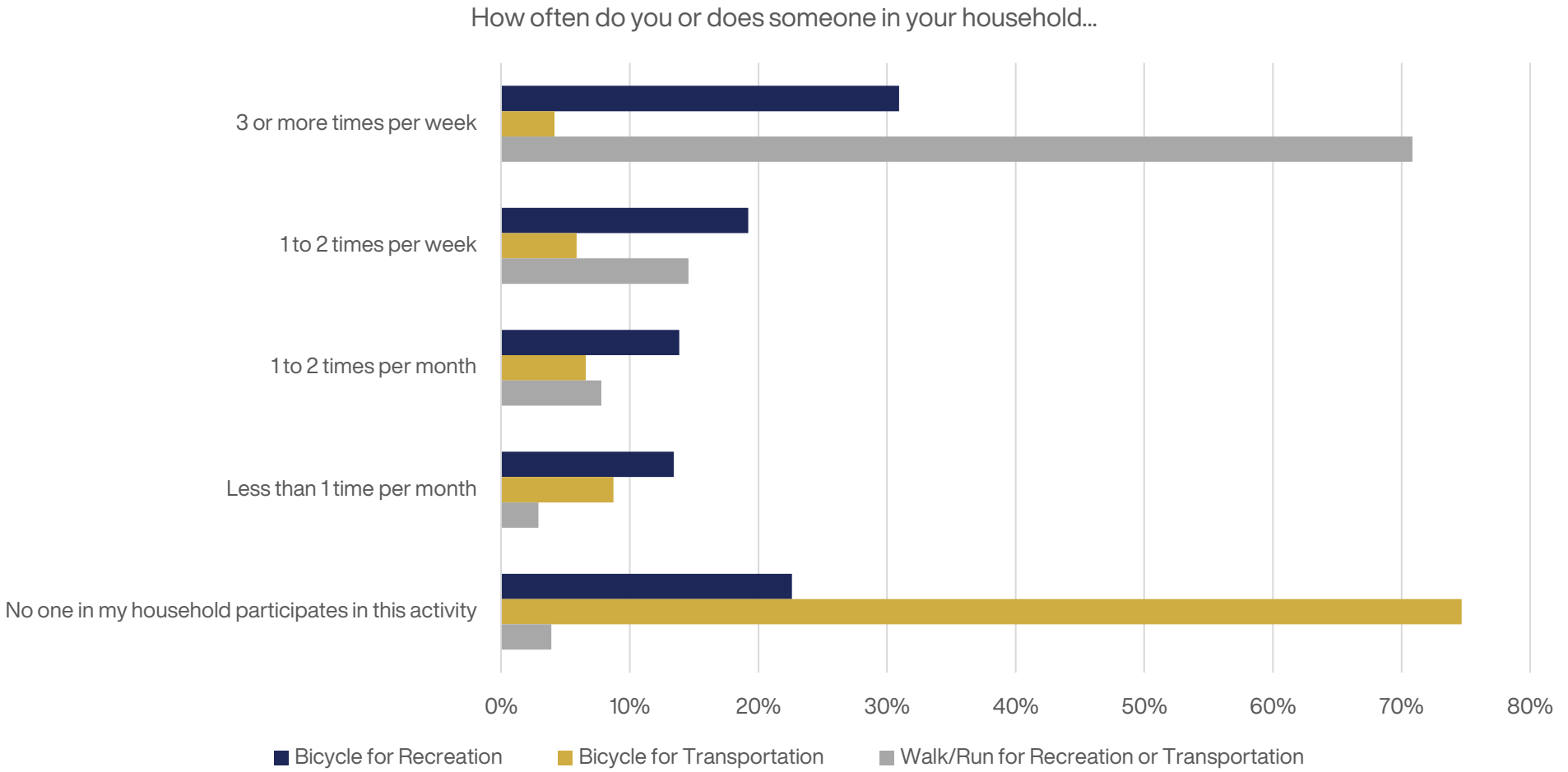
## TRIP GENERATORS HEATMAP



## Community Assessment: Route Choice Factors

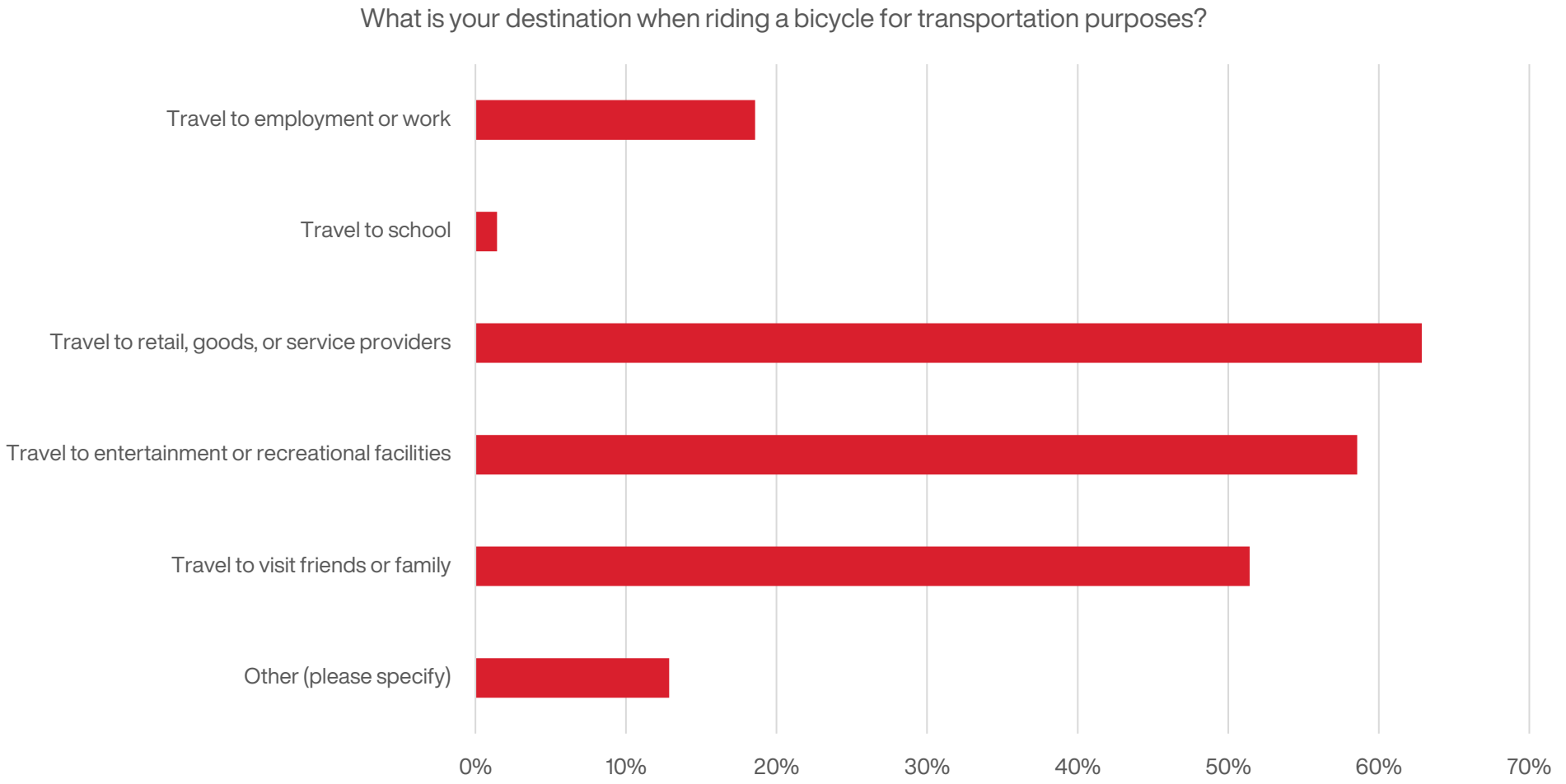
741 responses from Maumelle residents and employees documenting desired destinations, user bicycling level of comfort, and more information were collected at the beginning of the planning process. While the complete visioning survey can be viewed in Appendix A, the following summary reflects the needs and desires of the community with regards to the active transportation plan.

Examining existing active transportation behaviors in Maumelle provide a basis for the visioning survey. Nearly 50% of respondents indicated that they bicycle for recreation either 1-2 times per week or 3 or more times per week. The most popular and frequent activity seen in the visioning survey was walking for recreation or transportation: nearly 71% of respondents indicated this active transportation preference.



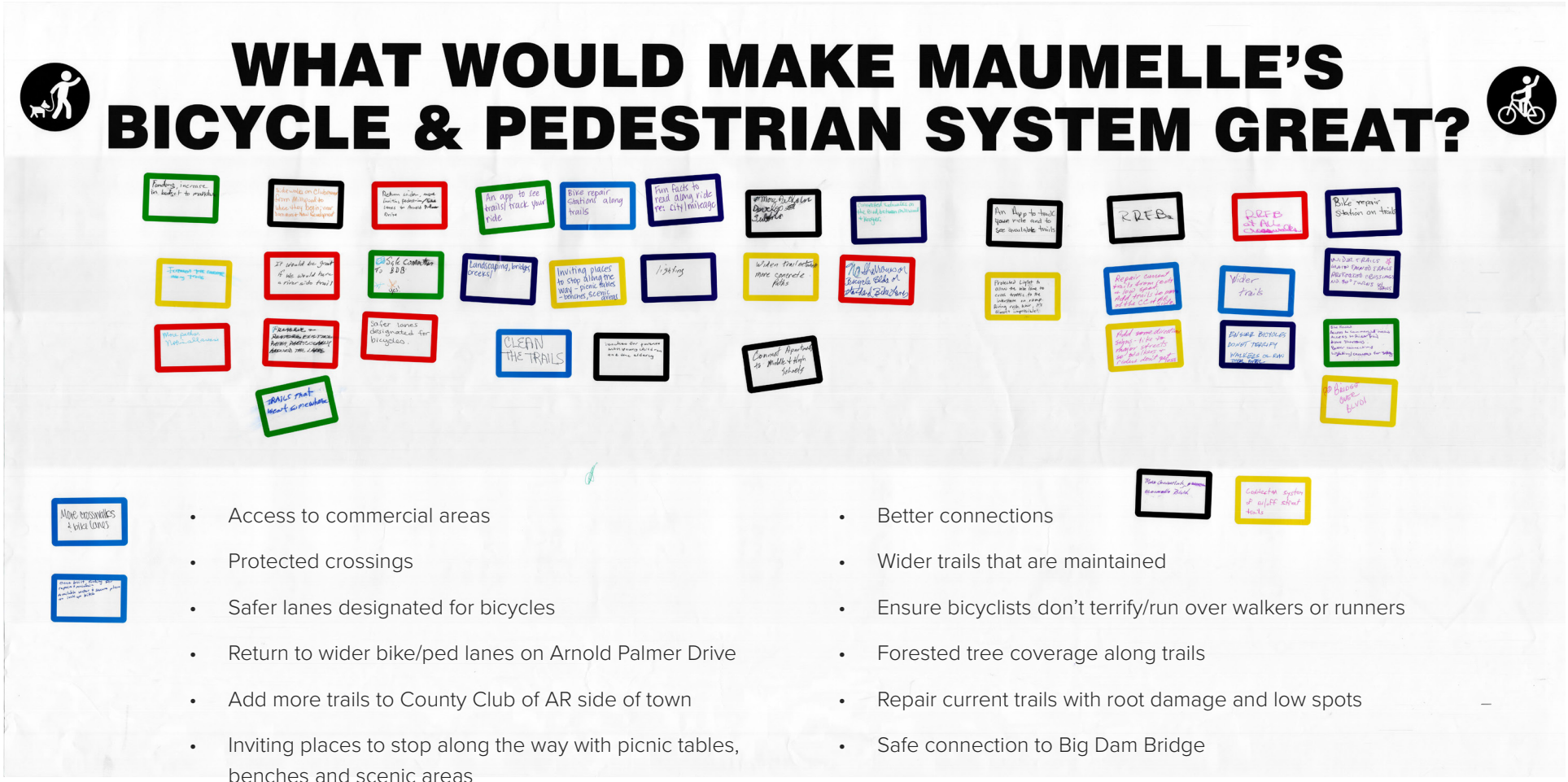
### Community Assessment: Trip Purpose

About 25% of survey respondents indicated that they ride their bike for transportation. While this may seem like a small number, that is nearly one in four residents of the community. Their responses regarding trip purpose provide additional insight into their behavior and desires. Most indicated retail and goods as their primary destination (62%), and the second-largest group indicated they ride to other recreational amenities (58%). 51% indicated they would ride to a friend or family's house, and 18% indicated they would ride to work. While recreation is far and away the more popular purpose for bicycling in Maumelle, knowing that a somewhat significant population utilize a bicycle as a means of transportation is important to note.



### What Would Make Maumelle's Trail System Great?

When asked for characteristics of a great trail system in Maumelle at the first public meeting, respondents cited multiple needs that led to the recommended implementation strategies on pages 102-111. Maintaining the existing trail system, fixing root damage and smoothing out rough areas from washout was mentioned repeatedly. A culture of safety among trail users as well as between motorists and bicyclists and pedestrians was a recurring theme as well, and wayfinding, wide trails, and better connections around town




- Access to commercial areas
- Protected crossings
- Safer lanes designated for bicycles
- Return to wider bike/ped lanes on Arnold Palmer Drive
- Add more trails to County Club of AR side of town
- Inviting places to stop along the way with picnic tables, benches and scenic areas
- Add directional signage
- Better connections
- Wider trails that are maintained
- Ensure bicyclists don't terrify/run over walkers or runners
- Forested tree coverage along trails
- Repair current trails with root damage and low spots
- Safe connection to Big Dam Bridge
- Amenities: Bike racks, lighting, cameras for safety

### I Would Walk or Bicycle More If...

Attendees of the first public meeting were asked what would encourage them to bicycle or walk more often. While the aforementioned characteristics of a great trail system made some overlap, new qualitative data was gained from this exercise. Lighting of trails, safe intersections with busy roads like Odom Boulevard, and the presence of police on bicycles were recurring items.


- I felt safer from the cars
- More directional signs needed
- Trails were in better condition
- Walks around Lake Willastein were fixed
- Intersection of Club Manor & S. Odom were safe!
- More trails without car traffic
- I could get more places via safe trails
- Tree roots that have uprooted the current trail were less dangerous
- If the existing paths were repaired
- Carnahan & Maumelle Blvd. need cyclist stoplight
- Better pedestrian / cycling crossings at major intersections
- Bike parks nearby
- There were more pedestrian lights and crosswalks
- E-bikes were available for rent

# 2.0 COMMUNITY ANALYSIS

## METHODOLOGY

### Plan Development Process

The Maumelle Active Transportation Plan was organized in three phases. The first phase consisted of technical and community assessments and the launch of the visioning survey.

The second phase consisted of a community charrette. The plan team set up a temporary base of operations in the Jess Odom Community Center. The week included two steering committee meetings, two public meetings, fieldwork, open studio hours for public drop-in, and draft network development.

The third phase consisted of network refinement, formulation of implementation strategies, and the phasing plan. These findings were reviewed by the steering committee and presented to the public.


## Vision & Goals

The approach for the Maumelle Active Transportation Plan aims to transform the City into a haven for active mobility and recreation. With three key goals driving this initiative, the plan is committed to enhancing the lives of Maumelle residents and accommodating the safety of visitors as well.

**Goal 1: Accommodate active mobility for all ages and all abilities**

The plan focuses on creating an inclusive environment where everyone can actively participate in transportation and recreation. Designing infrastructure that caters to diverse needs will ensure that walking, cycling, and other forms of active transportation are accessible to individuals of all ages and abilities.

**Goal 2: Create an interconnected network for transportation and recreation**

Maumelle's bicycle and pedestrian network of trails, greenways, and bicycle lanes will not only facilitate efficient transportation but also provide recreational opportunities for the community. By establishing these routes throughout Maumelle, residents and visitors will have the freedom to explore their surroundings, connect to nature, school, stores and restaurants, and enjoy the many health benefits of physical activity.

**Goal 3: Enhance the quality of life through opportunities for physical activities**

This plan recognizes the profound impact physical activity on the overall well-being of individuals. By integrating trails, greenways, and bicycle lanes into the fabric of the City, the aim is to create a vibrant and active community that encourages healthy lifestyles and fosters a strong sense of belonging. Through the implementation of the network over time, residents will experience improved physical and mental health, increased social interactions, and a deeper connection to their surroundings.

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# 3.0
# BICYCLE & PEDESTRIAN NETWORK

# 3.0 BICYCLE & PEDESTRIAN NETWORK

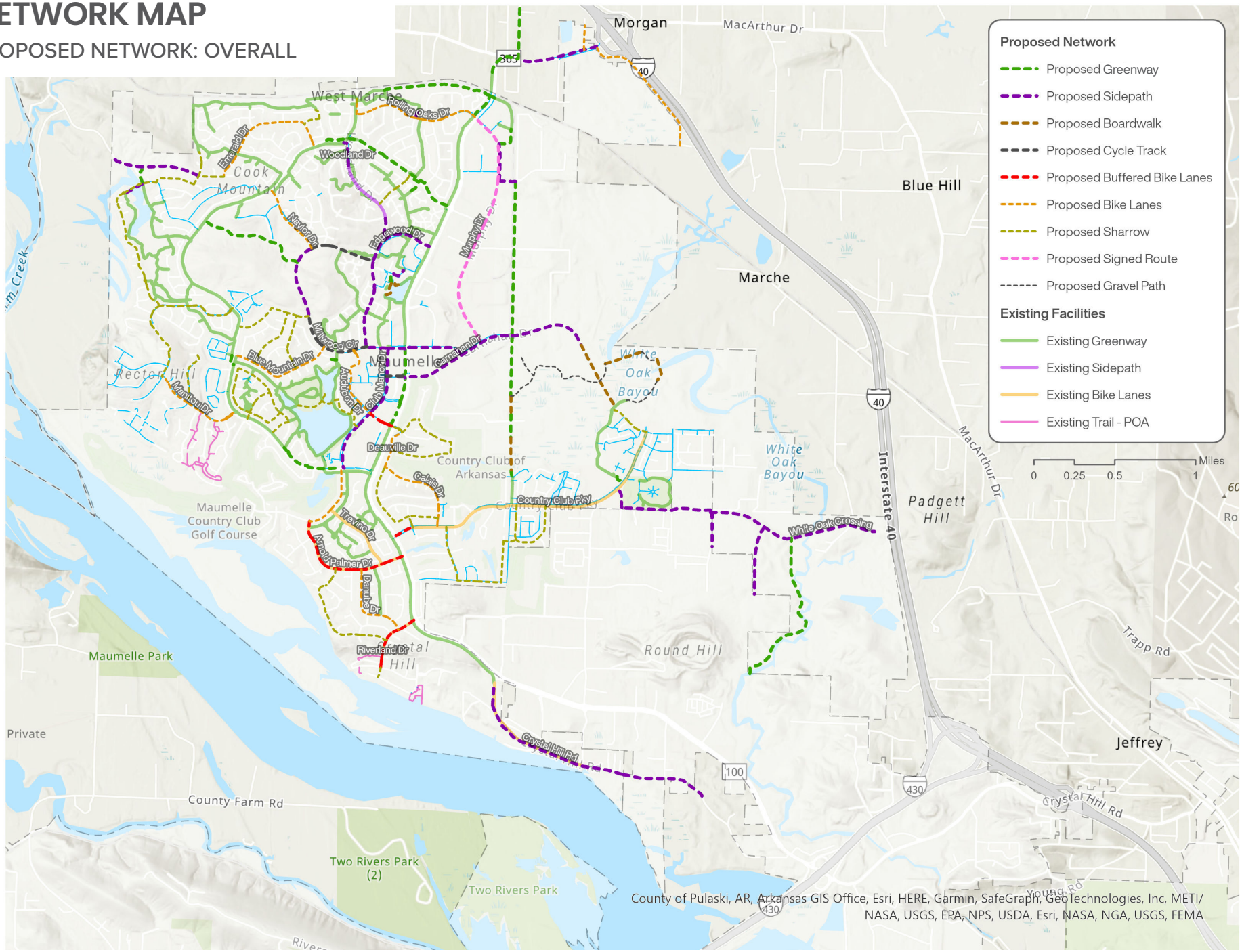
## OVERVIEW


### Overview

The Maumelle Bicycle & Pedestrian Network expands on its 26-mile existing network with 7.2 miles of additional trail, 9.4 miles of sidepath, 6.7 miles of bicycle lanes, 1.5 miles of buffered bicycle lanes, 1 mile of cycle track, and 11 miles of sharrows. Residents' desires for safe crossings at Highway 100 and Odom were considered in the intersection plan on pages 66-67, which proposes HAWK (High-Intensity Activated Crosswalk) and RRFB (Rectangular Rapid Flashing Beacon) signals in strategic locations for optimal safety measures. Highway 100 currently acts as a physical barrier separating the east and west sides of Maumelle, effectively preventing most residents of Arkansas Country Club and south from accessing the amenities around Lake Willastein and around Edgewood Drive by foot or by bike. New facilities filling in gaps in the sidewalk along Country Club Drive are proposed to create continuous connections for bicyclists and pedestrians along this important collector to the regional trail system along Highway 100. Carnahan and Commerce, both important collector corridors north of White Oak Bayou that provide connections to the Middle and High School also feature proposed sidepaths. Facilities along future roads on Maumelle's Master Street Plan are reflected as well, with a sidepath proposed for the future connection between north and south Millwood Circle. Sidewalks are the final piece of the network: 5.5 miles of sidewalks are also recommended for infill along key corridors which will provide increased ease of access for residents and visitors navigating throughout the community.

# NETWORK MAP

## PROPOSED NETWORK: OVERALL



# 3.0 BICYCLE & PEDESTRIAN NETWORK

## FACILITY TYPES

**9.4 miles** proposed **sidepaths**

**7.2 miles** proposed **trails**

**1.3 miles** proposed **boardwalks**

### Proposed Separated Facilities: Trails, Sidepaths, & Boardwalk – 17.9 Miles

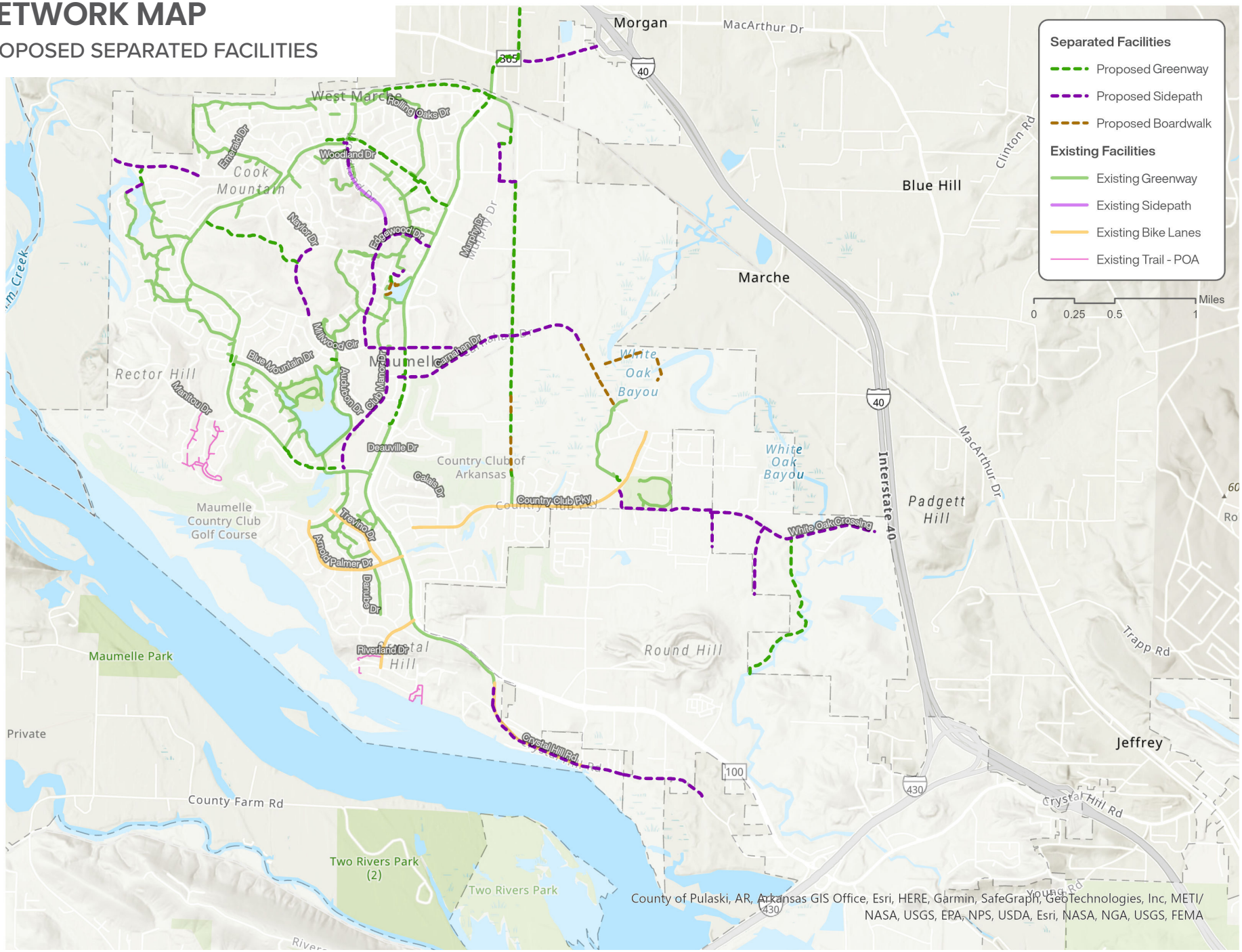
With the greatest level of comfort for multiple user types, separated facilities serve as the primary network connections around Maumelle. Supplementing the existing 26 miles of greenways, 17.9 additional miles are proposed throughout the community for various purposes, ranging from regional connections to expanding local reach and in some areas filling in crucial gaps.

Trails and sidepaths share the same function of moving pedestrians and bicyclists in two directions and even share the same design recommendations. Their primary difference is one of context: trails are located along easements or through natural areas, whereas sidepaths are constructed with a buffer within street right of way, similar to a sidewalk. Trails and sidepaths are recommended to have a width between 12 and 14 feet with a yellow dashed line to indicate to users the two lanes of travel. Design recommendations for sidepaths and trails are located on the following pages.

Proposed boardwalks in Maumelle are also intended to move people, whether bicyclists or pedestrians, in both directions. Their context is a response to a unique environment: the marshy area in and surrounding White Oak Bayou. The bayou serves as a boundary and barrier between residents to the south and community destinations to the north, including Maumelle Middle and High Schools. A sidepath is also proposed on Crystal Hill Road to create the future Regional Greenway connection. Immediate first phase should include extending the existing greenway south from the end of the trail south to Park on the River to create new access to the community destination.

# NETWORK MAP

## PROPOSED SEPARATED FACILITIES



# 3.0 BICYCLE & PEDESTRIAN NETWORK

FACILITY TYPES

# trail


*Content sources: NACTO, AASHTO, FHWA, Crafton Tull*
*Graphic source: Crafton Tull*

## what is it?

A **trail** is a separated multi-modal facility that is independent of a street and may follow a waterway, rail corridor, or any other separated alignment. These facilities are two-way and are always grade-separated from vehicular traffic. A **trail** is used by people walking, bicycling, jogging, and wheeling. **Trails** can become destinations for visitors as well as residents. There is a strong preference for this facility type due to its safety.

## where should it be used?

- Any available open space or linear corridor
- Floodplains, drainage corridors or waterways
- Abandoned rail rights-of-way or rail corridors
- Any natural amenity or scenic setting

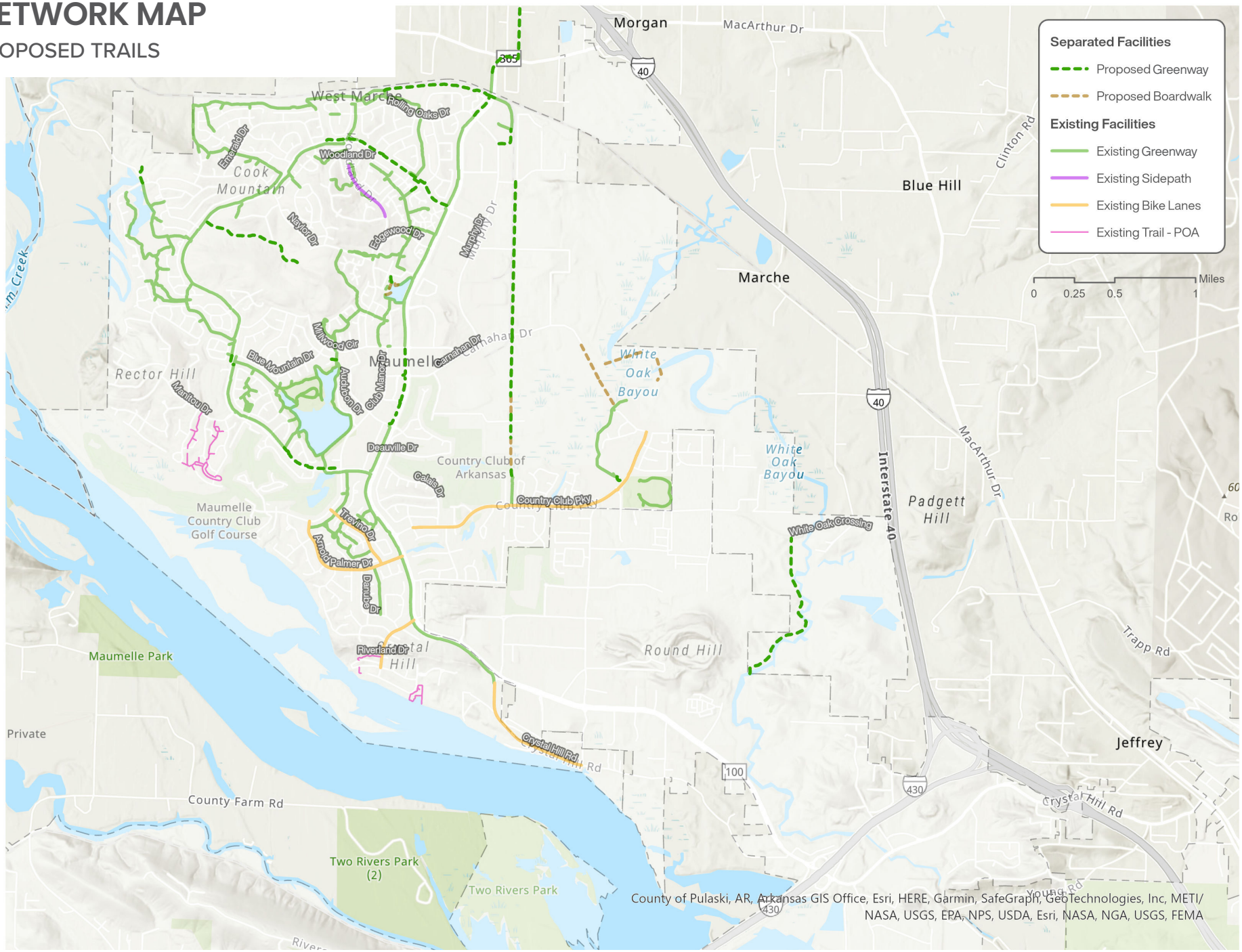
## how does it work?

1. Trails are typically established within parks or open spaces or along linear corridors which may include waterways, rail rights-of-way, or utility corridors.
2. The recommended width of a standard trail is 12'-14', with the minimum width being 10' for short distances.
3. Trails that are part of regional routes or heavily-used areas should be wider.
4. Dashed yellow striping should be provided to delineate two-way traffic. A speed limit should be established for the trail. This is typically 15mph, but can vary depending on the setting and municipality.
5. Lighting should be provided along the trail and should be spaced to provide consistent lighting levels and avoid dark areas.

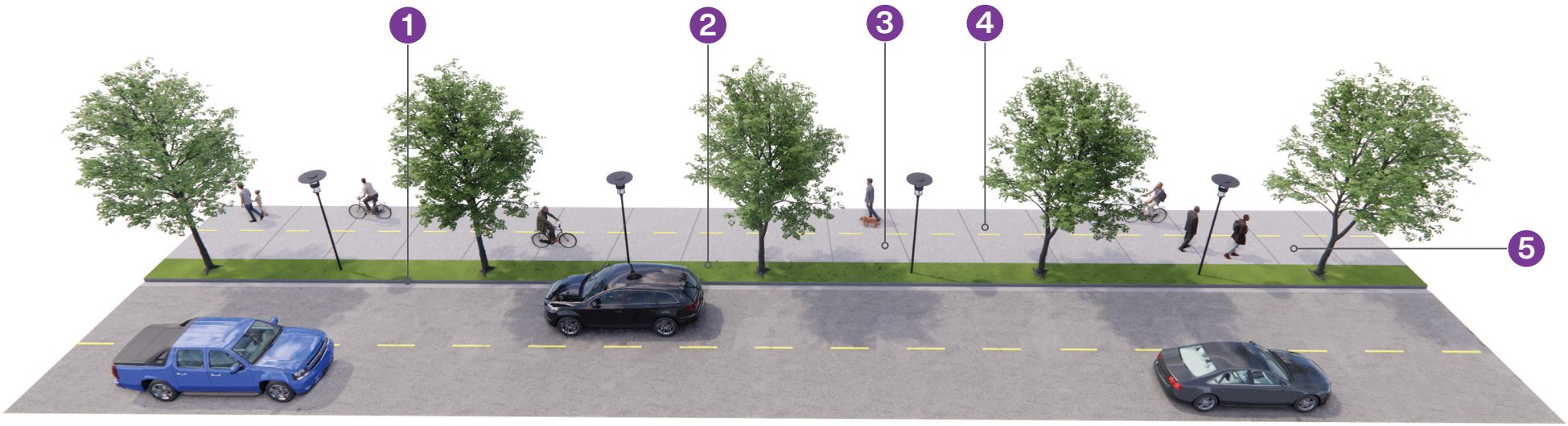
** For further guidance on complete streets, please consult NACTO's Urban Bikeway Design Guide, AASHTO's Guide for the Development of Bicycle Facilities, FHWA's Bikeway Selection Guide, and FHWA's Manual on Uniform Traffic Control Devices ( MUTCD), Chapter 9*

# NETWORK MAP

## PROPOSED TRAILS



# sidepath




*Content sources: NACTO, AASHTO, FHWA, Crafton Tull*
*Graphic source: Crafton Tull*

## what is it?

A **sidepath** is a separated multi-modal facility that follows the alignment of the street and that is built on one side of the existing roadway. These facilities are two-way and are always grade-separated from vehicular traffic. A **sidepath** is used by people walking, bicycling, jogging, and wheeling. While these facilities are more expensive that re-striping a roadway, they take up less space within the right-of-way than sidewalks on both sides or sidewalks and bicycle lanes combined. There is a strong preference for this facility type due to its safety.

## where should it be used?

- Along street rights-of-way where a sidewalk and bicycle facilities cannot be accommodated on both sides. Consolidating bicycle and pedestrian facilities along one side of the street often results in a narrower cross section.
- Along street corridors where re-striping lanes to accommodate on-street bicycle facilities is not feasible or appropriate.
- Typically implemented on streets with established speeds greater than 35 mph and where the daily traffic count is greater than 7,000 vehicles per day, if a protected on-street option is not feasible.

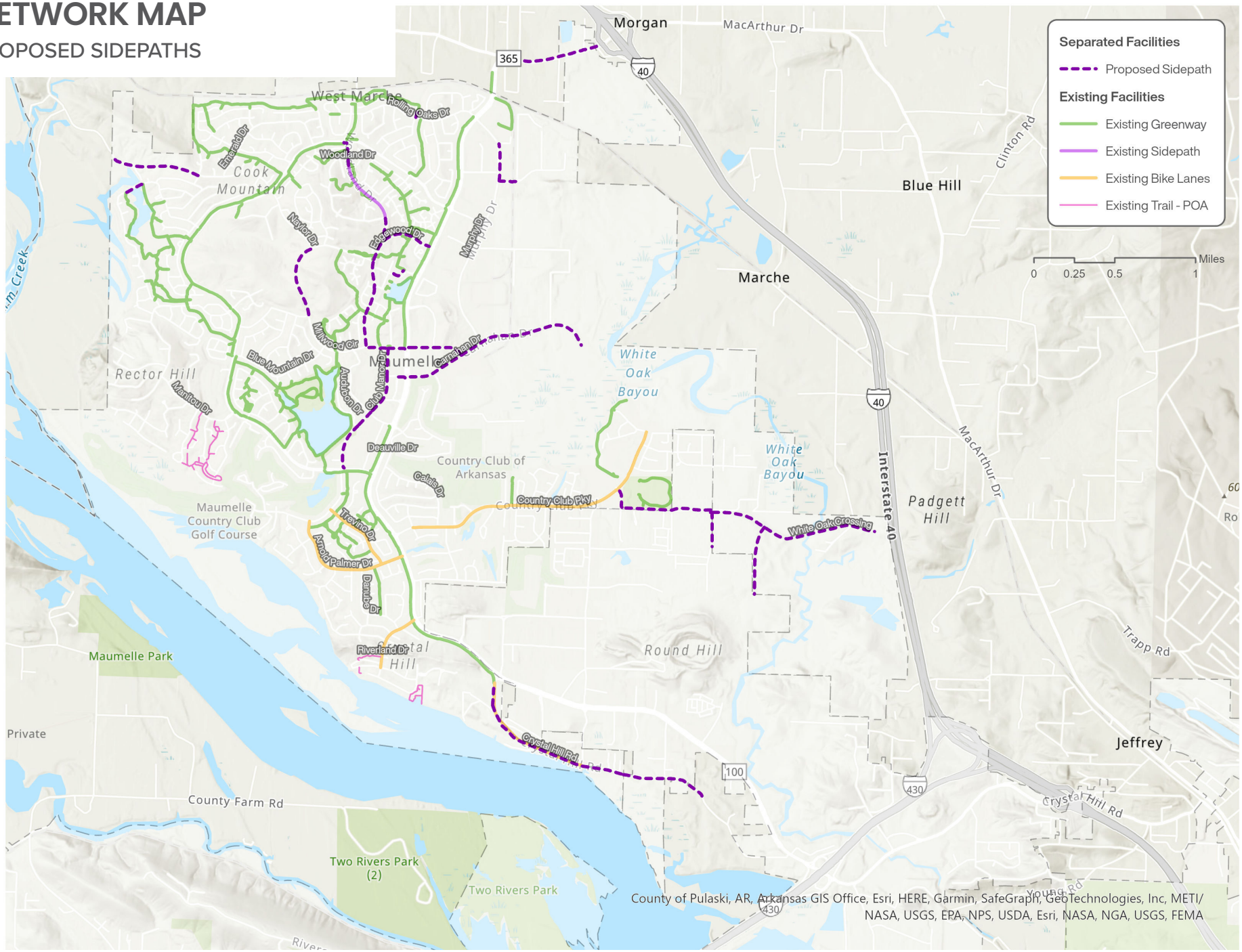
## how does it work?

1. Grade separation is standard for sidepaths. This typically includes a 6" curb, but can vary by municipality.
2. A landscaped buffer is recommended between the sidepath and vehicular traffic. The width can vary depending on site context and municipal standards.
3. The recommended width of a standard sidepath is 12'-14', with the minimum width being 10' for short distances. Sidepaths that are part of regional routes or heavily-used areas should be wider.
4. Dashed yellow striping should be provided to delineate two-way traffic.
5. A speed limit should be established for the sidepath. This is typically 15mph, but can vary depending on the setting and municipality.

** For further guidance on complete streets, please consult NACTO's Urban Bikeway Design Guide, AASHTO's Guide for the Development of Bicycle Facilities, FHWA's Bikeway Selection Guide, and FHWA's Manual on Uniform Traffic Control Devices ( MUTCD), Chapter 9*

# NETWORK MAP

## PROPOSED SIDEPATHS



# 3.0 BICYCLE & PEDESTRIAN NETWORK

## FACILITY TYPES

### Proposed On-Street Facilities: Bicycle Lanes, Buffered Bicycle Lanes , & Cycle Tracks – 9.2 Miles

Overbuilt (wide) streets with low average daily traffic offer opportunities for lane restriping to accommodate bicycle lanes. On-street facilities can be considered secondary active transportation routes that connect neighborhoods to separated routes such as trails. These facilities are intended for use by bicyclists, but are recommended to be supplemented by sidewalks outside of the roadway to provide an active transportation component for pedestrians. With low traffic counts and ample roadway width, the following streets are recommended for standard bicycle lanes:

- Audubon Drive
- Blue Mountain Drive
- Calais Drive
- Club Manor South
- Danube Drive
- Deauville Drive
- Emerald Drive
- Frontier Drive
- Long Fisher Road
- Manitou Drive
- Naylor Drive
- Rolling Oaks Drive
- Woodland Drive

In areas of greater-than-usual roadway width, additional buffers or bollards should be added to provide greater safety for bicyclists. These buffered facility types come in two forms: either located on one side of the road in the form of a cycle track, or on both sides of the road as buffered bicycle lanes. Buffered bicycle lanes are recommended on the following streets:

- Arnold Palmer Drive
- Audubon Drive
- Country Club Parkway
- Riverland Drive

Cycle tracks consolidate bicycle traffic to one side of a street and are appropriate in contexts without frequent driveways. Similarly to a trail or sidepath, a dashed white or yellow line is recommended in the center of the cycle track to indicate the two travel lanes. The buffer should be located between the cycle track and the vehicular lanes, with a vertical striped area in which vertical bollards offer a greater degree of protection from automobiles. The following streets are recommended as optimal additions for a cycle track:

- Carnahan Drive
- Millwood Circle: South
- Millwood Circle: North

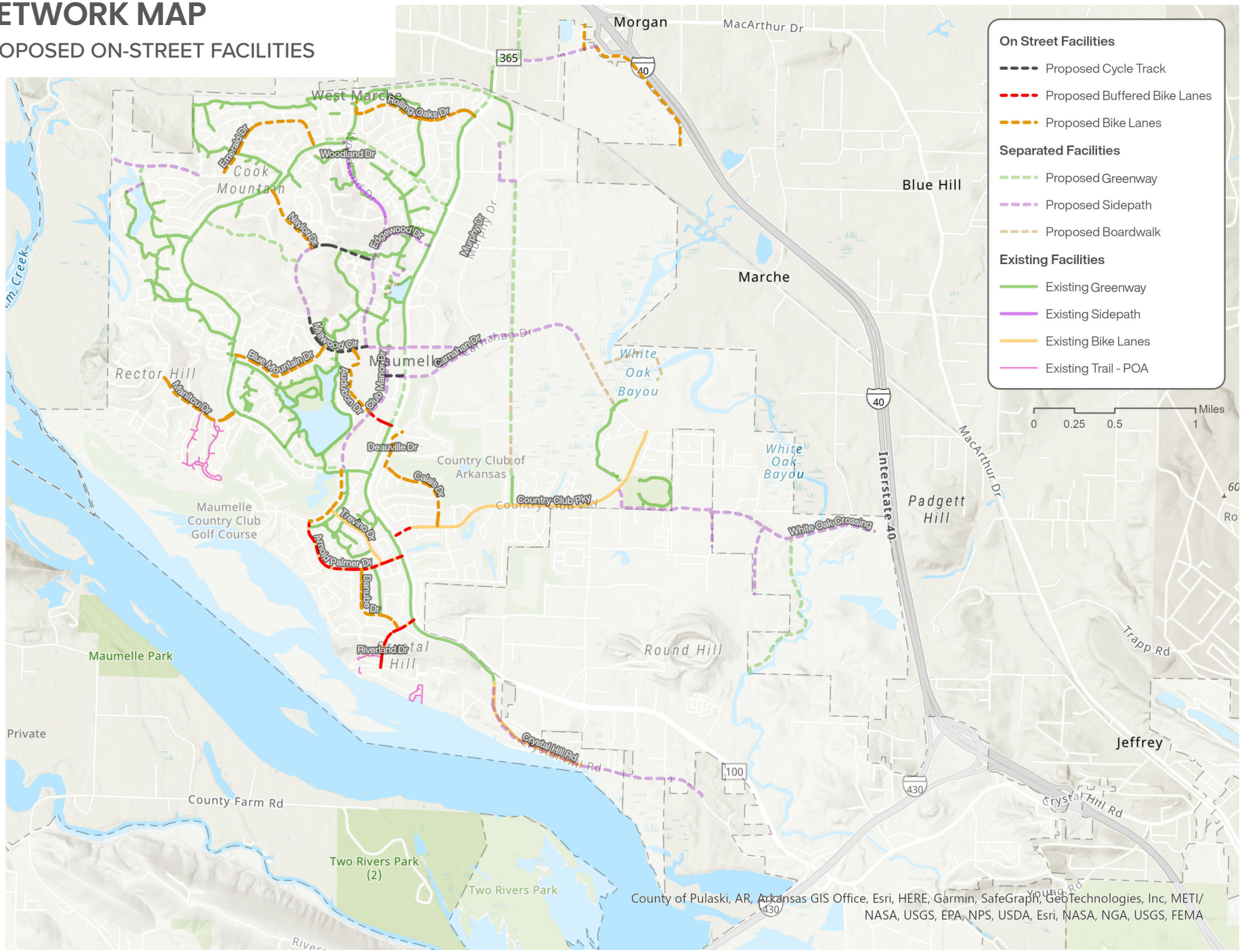
**6.7 miles** proposed **standard bicycle lanes**

**1.5 miles** proposed **buffered bicycle lanes**

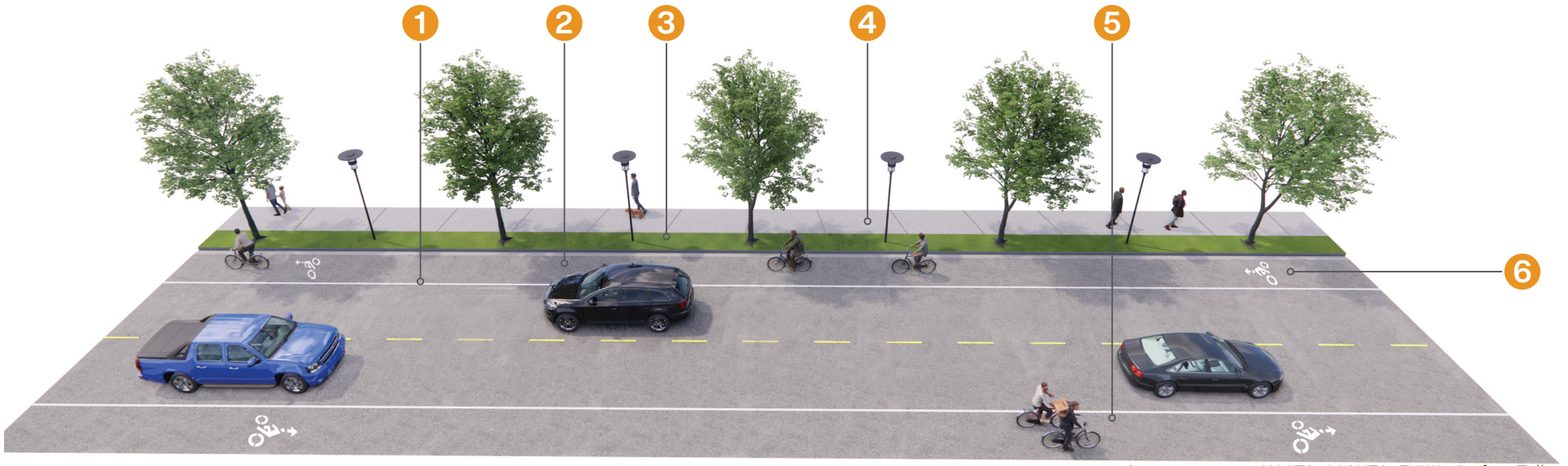
**1.0 miles** proposed **cycle tracks**

# NETWORK MAP

## PROPOSED ON-STREET FACILITIES



# bicycle lane




*Content sources: NACTO, AASHTO, FHWA, Crafton Tull*
*Graphic source: Crafton Tull*

## what is it?

A **bicycle lane** is a one-way standard on-street facility that provides bicyclists an exclusive space to travel on the existing roadway. These facility types typically improve bicycle safety and are preferential to users over sharing street lanes with vehicles, albeit not as preferential as protected or separated facilities. **Bicycle lanes** should be implemented in each direction of vehicular traffic flow.

## where should it be used?

- Bicycle lanes are most appropriate along urban roads with lower speeds. This can include:
  - Urban
  - Lower-speeds
  - Collectors
- These facility types are most appropriate on streets with a daily traffic count of 3,000-6,000 vehicles per day and with speeds lower than 35 mph.

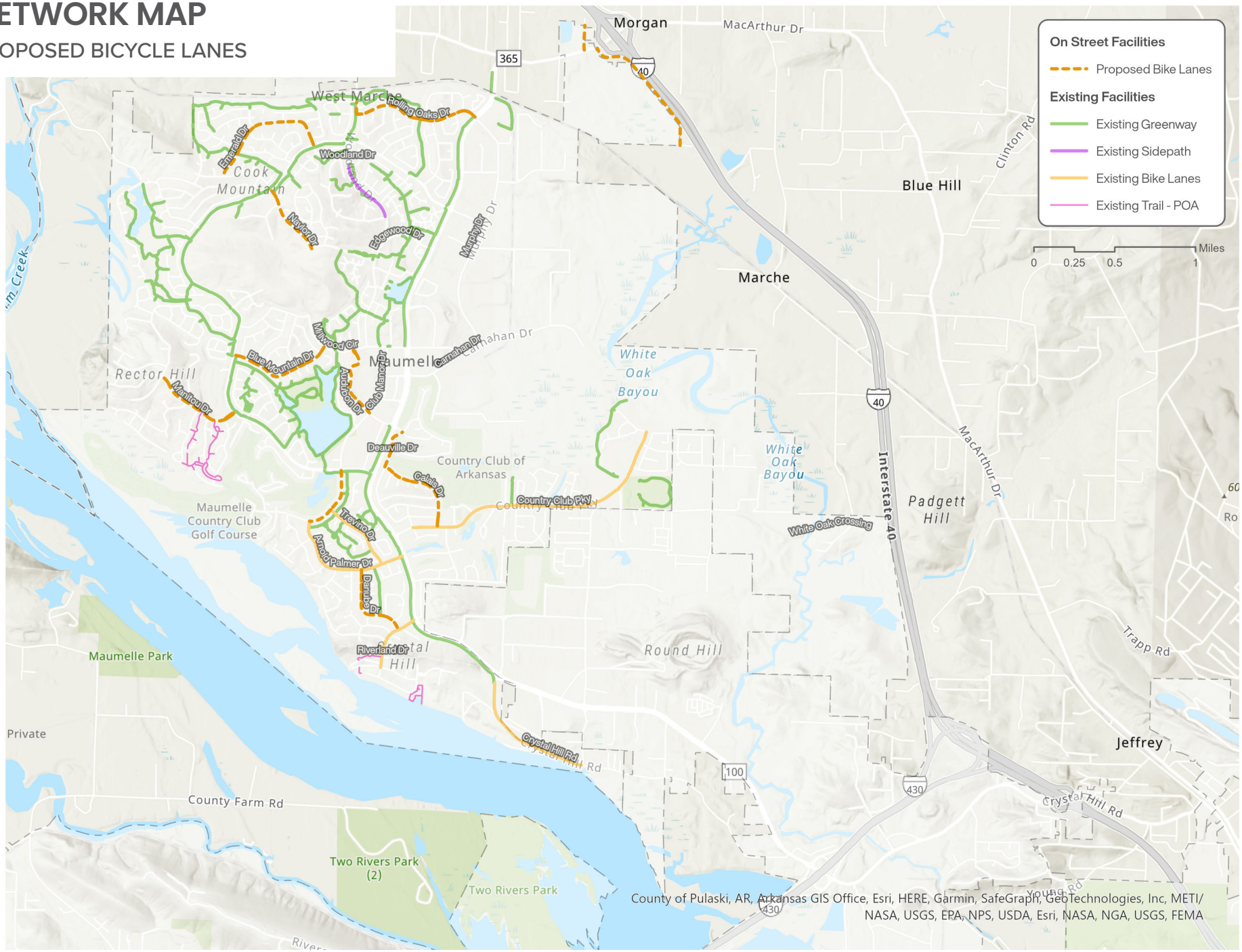
## how does it work?

1. A solid white line should be used to delineate the bicycle lane from the vehicular traffic. The recommended width of this line is 6”-8”.
2. The bicycle lane should have a minimum width of 4’, but a width of 6’ is preferred. These widths do not include the width of the street gutter.
3. A landscaped buffer is recommended between the sidewalk and on-street parking. The width can vary depending on site conditions and municipal standards.
4. A sidewalk should be provided behind the landscaped buffer to accommodate pedestrians. The width of this can vary from 6’-12’ depending on the setting.
5. Bicycle lanes should be implemented on both sides of the existing roadway; one for each direction of traffic.
6. Bicycle lane markings should be provided approximately every 200’ to delineate usage.

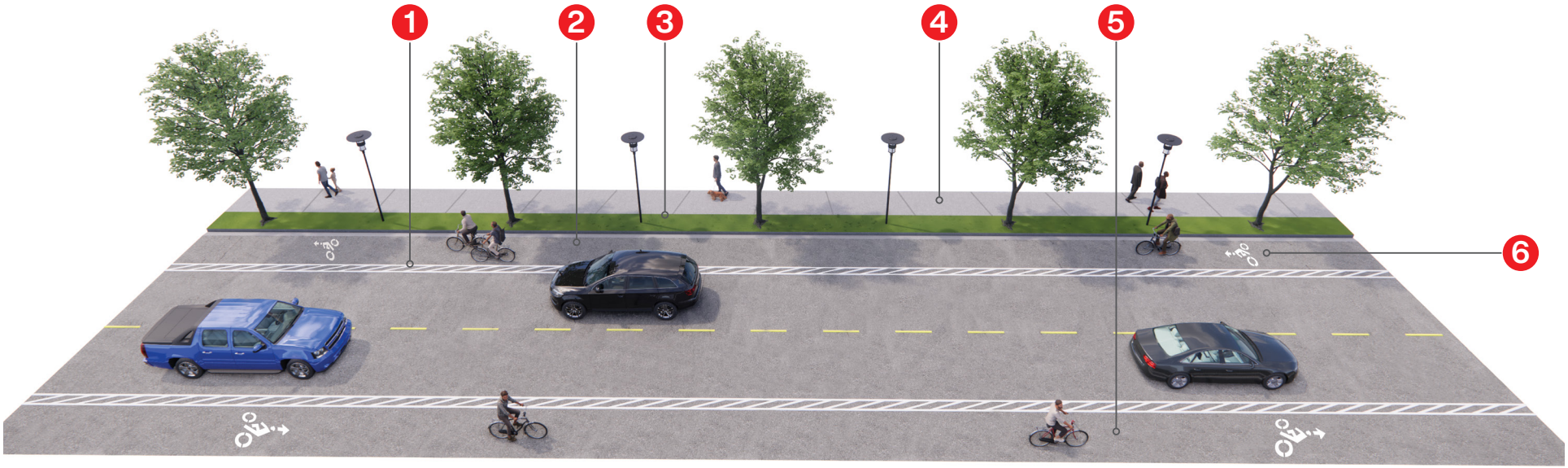
** For further guidance on complete streets, please consult NACTO’s Urban Bikeway Design Guide, AASHTO’s Guide for the Development of Bicycle Facilities, FHWA’s Bikeway Selection Guide, and FHWA’s Manual on Uniform Traffic Control Devices ( MUTCD), Chapter 9*

# NETWORK MAP

## PROPOSED BICYCLE LANES



# buffered bicycle lane




*Content sources: NACTO, AASHTO, FHWA, Crafton Tull*
*Graphic source: Crafton Tull*

## what is it?

A **buffered bicycle lane** is a one-way protected on-street facility that provides bicyclists an exclusive space to travel on the roadway. These facility types typically improve bicyclist safety and are preferential to users. **Buffered bicycle lanes** should be implemented in each direction of vehicular travel.

## where should it be used?

- These facility types are most helpful on streets with a daily traffic count of more than 6,000 vehicles per day and with speeds between 25mph and 45mph.
- Appropriate roads for bicycle lanes include:
  - Urban or suburban
  - Minor arterials (if speeds allow) and collectors
  - Lower speeds

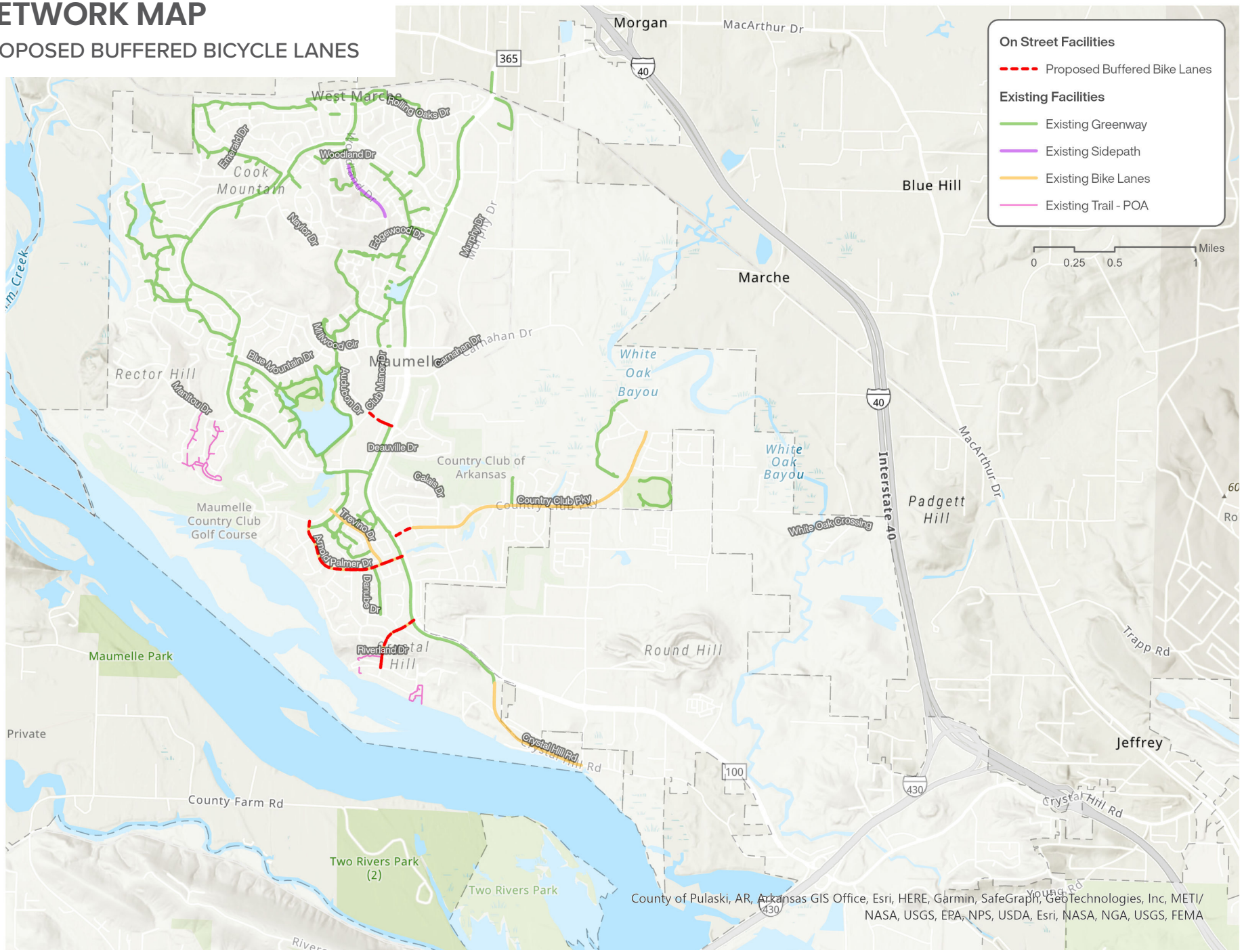
## how does it work?

1. Between the buffered bicycle and vehicular lanes, a minimum width of 18" is recommended for a buffer. 3' is preferred. Refer to NACTO's *Urban Bikeway Design Guide* for separation, protection, and buffering techniques.
2. A width of 6' is preferred for the buffered bicycle lanes. In constrained right-of-ways, 4' is the minimum width.
3. A landscaped buffer is recommended between the sidewalk and on-street parking. The width can vary depending on site conditions and municipal standards.
4. A sidewalk should be provided behind the landscaped buffer to accommodate pedestrians. The width of this can vary from 6'-12' depending on the setting.
5. Buffered bicycle lanes should be implemented on both sides of the existing roadway; one for each direction of traffic.
6. Bicycle lane markings should be provided approximately every 200' to delineate usage.

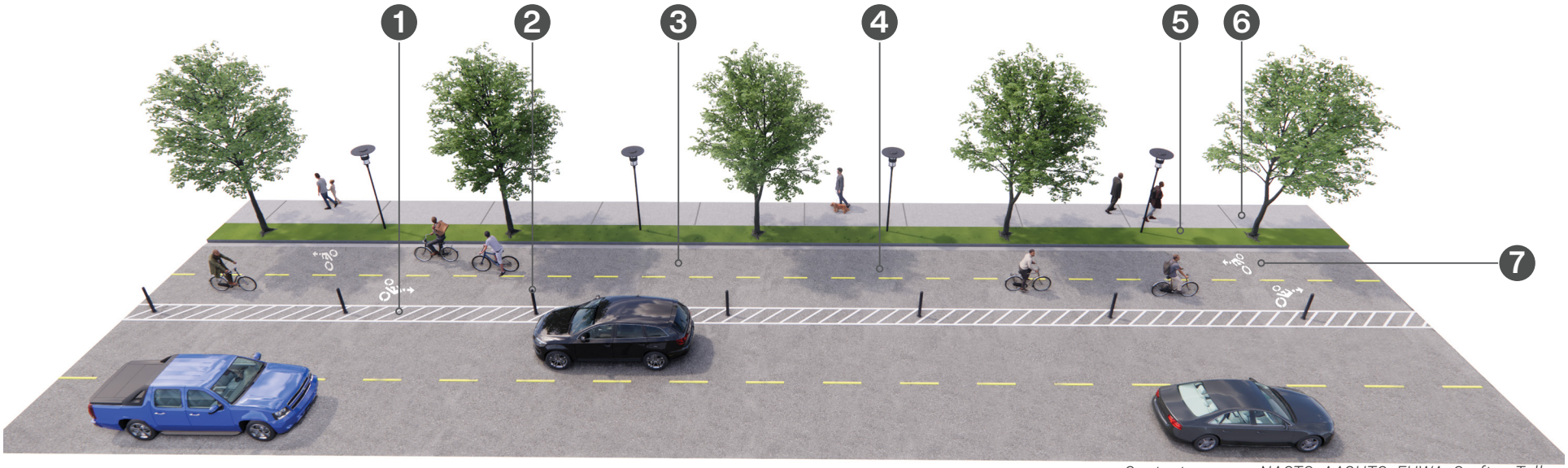
** For further guidance on complete streets, please consult NACTO's Urban Bikeway Design Guide, AASHTO's Guide for the Development of Bicycle Facilities, FHWA's Bikeway Selection Guide, and FHWA's Manual on Uniform Traffic Control Devices ( MUTCD), Chapter 9*

# NETWORK MAP

## PROPOSED BUFFERED BICYCLE LANES



# cycle track




*Content sources: NACTO, AASHTO, FHWA, Crafton Tull*
*Graphic source: Crafton Tull*

## what is it?

A **cycle track** is a two-way protected on-street facility that is physically separated from vehicular traffic using a vertical element, grade separation, or on-street parking. These facility types are typically more appealing to a wider range of users, especially when they are implemented on higher volume or higher speed roads. The higher the speed and volume, the greater the need for protection or separation. **Cycle tracks** only need to be implemented on one side of the roadway.

## where should it be used?

- Cycle tracks should be implemented on roads that operate in excess of 30mph and that have a daily traffic count of more than 6,000 vehicles per day.
- They are often used in urban contexts and accommodate only bicyclists.
- In a rural setting, a pedestrian lane should be added.
- May occur in conjunction with on-street parking, located between the sidewalk and parking zones.

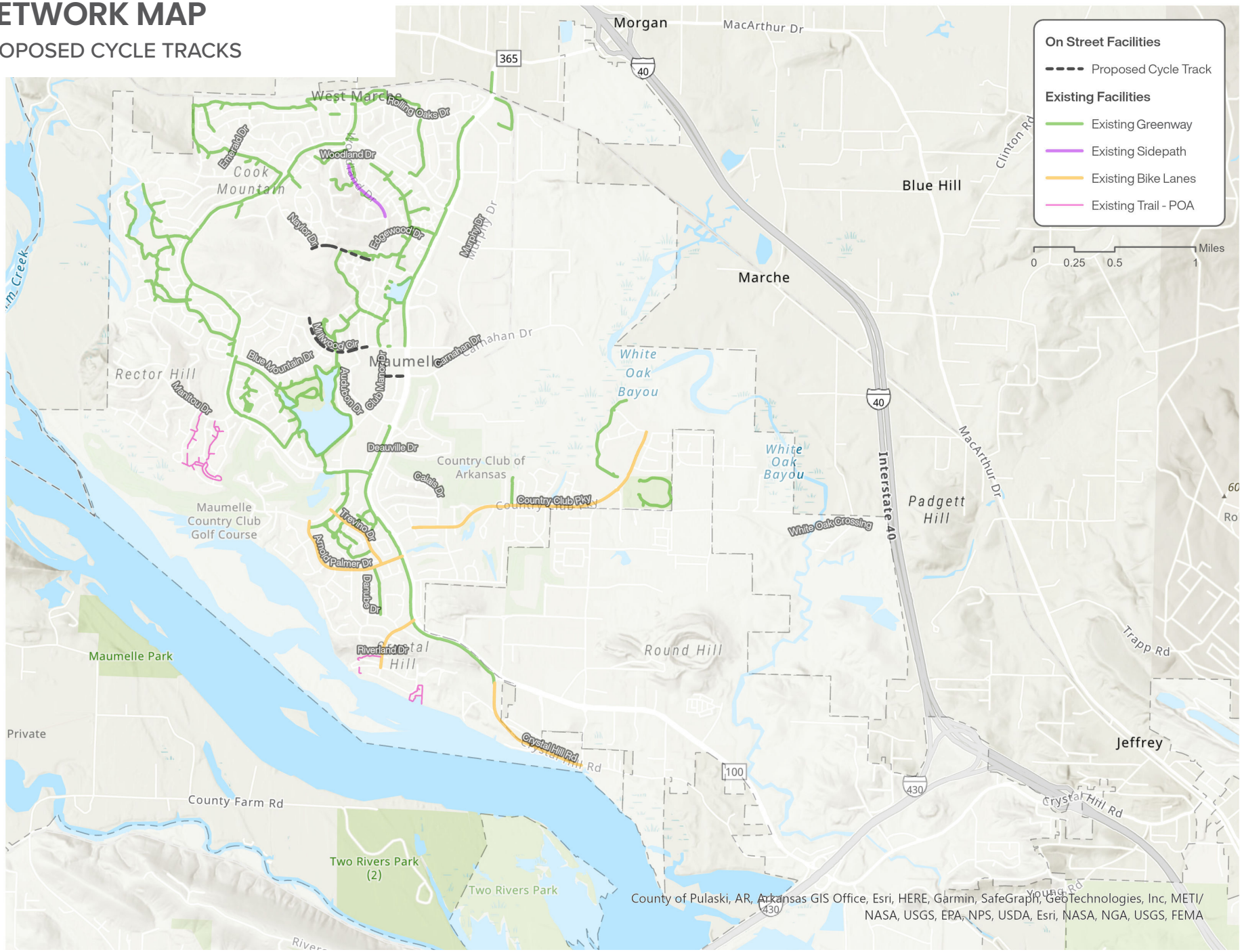
** For further guidance on complete streets, please consult NACTO's Urban Bikeway Design Guide, AASHTO's Guide for the Development of Bicycle Facilities, FHWA's Bikeway Selection Guide, and FHWA's Manual on Uniform Traffic Control Devices ( MUTCD), Chapter 9*

## how does it work?

1. Between the cycle track and vehicular lanes, a width of 3' is recommended for a buffer. Refer to NACTO's *Urban Bikeway Design Guide* for separation, protection, and buffering techniques.
2. Vertical elements should be incorporated into the buffer to create further protection. This can include bollards and like objects.
3. It is recommended that each bicycle lane should have a width of 6', creating a total width of 12' for both cycle track lanes.
4. Dashed yellow striping should be provided to delineate two-way traffic.
5. A landscaped buffer is recommended between the sidewalk and cycle track. The width can vary depending on site conditions and municipal standards.
6. A sidewalk should be provided behind the landscaped buffer to accommodate pedestrians. The width of this can vary from 6'-12' depending on the setting.
7. Bicycle lane markings should be provided approximately every 200' to delineate usage.

# NETWORK MAP

## PROPOSED CYCLE TRACKS



# 3.0 BICYCLE & PEDESTRIAN NETWORK

## FACILITY TYPES

### Proposed Shared-Street Facilities: Sharrows & Signed Routes – 12.5 Miles

Shared-street bicycle facilities are the lowest cost and lowest protection bicycle facility, requiring only thermoplastic or painted markings on streets to alert motorists to the street's shared-use status, or a sign indicating a recreation route. Similarly to bicycle lanes, sharrows are intended to point users in the direction of higher-comfort facilities such as trails, leading them from their door to community destinations. These are typically used along quiet neighborhood streets.

Murphy Drive is the one proposed signed route in Maumelle, designated in this plan primarily due to its existing popularity among road cyclists. Sharrows are recommended on the following neighborhood and low traffic streets:

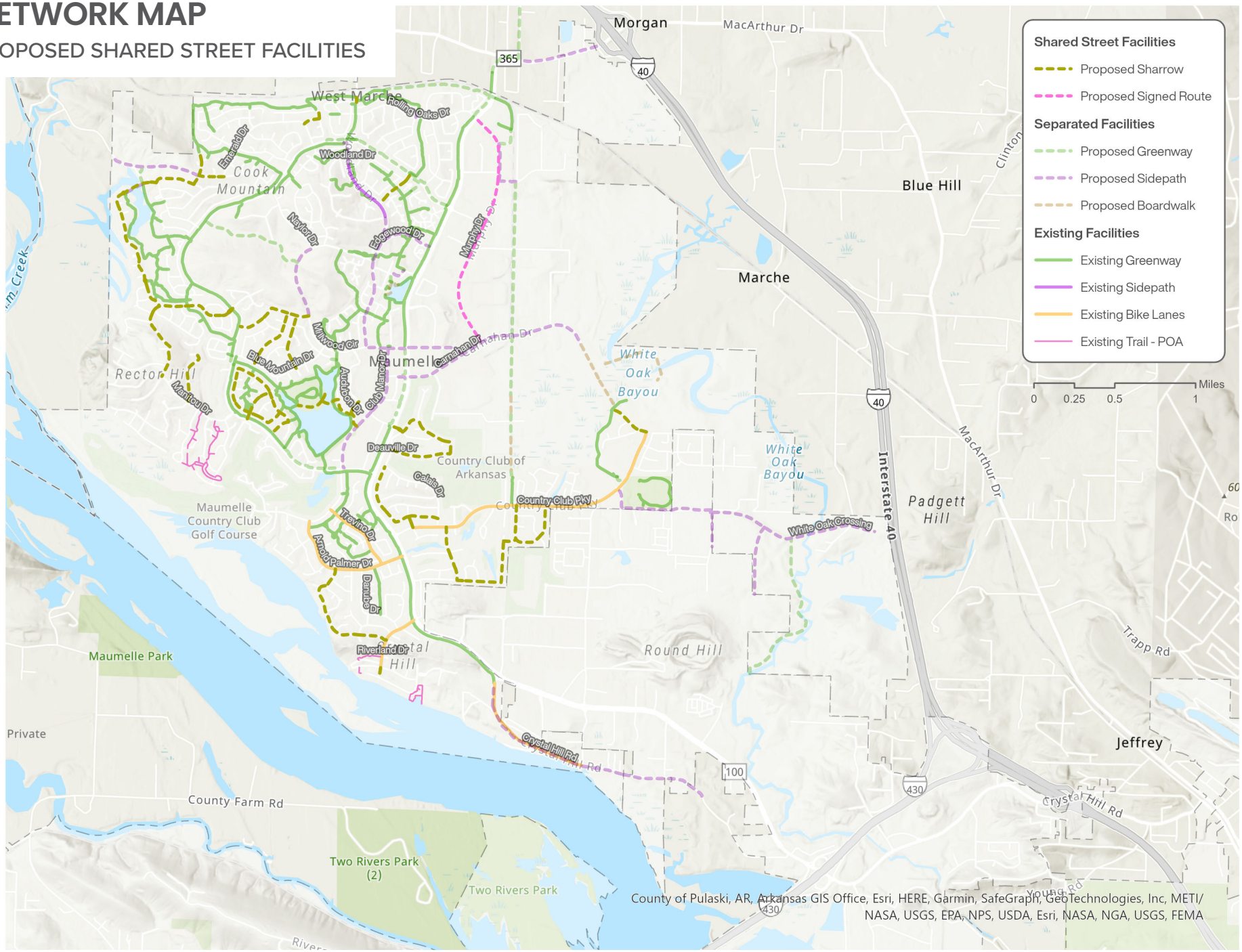
- Auriel Circle
- Breckenridge Lane
- Chicot Drive
- Deauville Drive
- Deauville Drive
- Ducane Way
- Fontainebleau Drive
- Fontenay Drive
- Hibiscus Drive
- Hudson Bay Drive
- Kings Lynn Drive
- Lake Valley Drive
- Lake Willastein Drive
- Lily Drive
- Manitou Drive
- Margeaux Drive
- Marseille Drive
- Maumelle Valley Drive with climbing lane
- Montepellier Drive
- Norfork Drive
- Orchid Drive
- Orleans Drive
- Ouachita Drive
- Ozark Drive
- Park Drive
- Ridgeland Drive
- Riverland Drive
- Saint James Drive
- Turquoise Drive
- Vienne Place
- Waterside Drive
- Woodland Drive
- Zircon Drive

**11.0** miles proposed **sharrows**

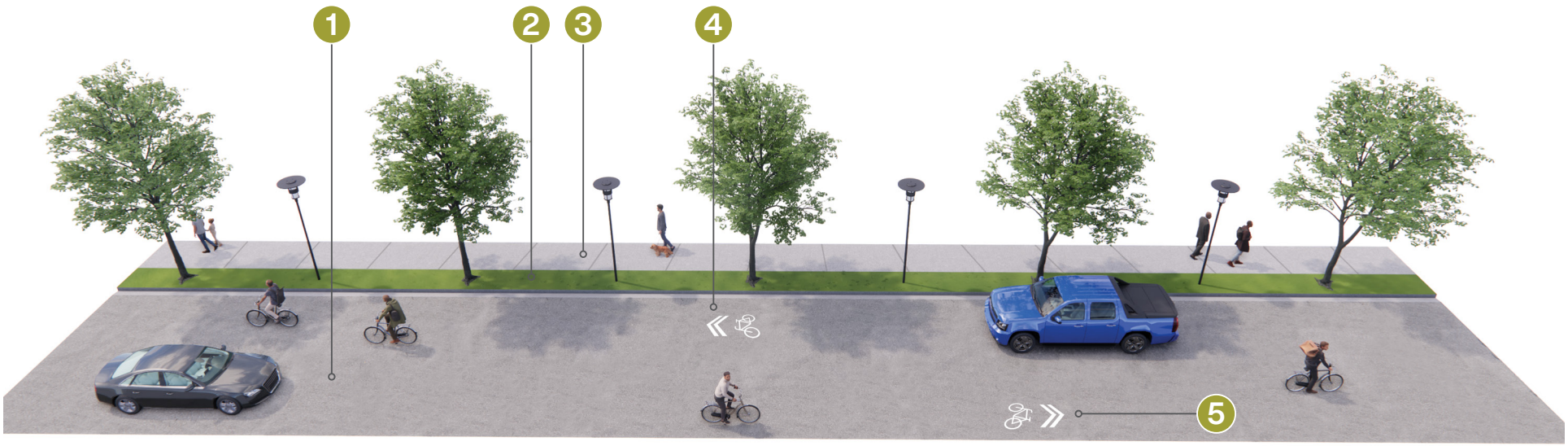
**1.5** miles proposed **signed routes**

# NETWORK MAP

## PROPOSED SHARED STREET FACILITIES



# sharrow




*Content sources: NACTO, AASHTO, FHWA, Crafton Tull*
*Graphic source: Crafton Tull*

## what is it?

A **sharrow** is a shared-street facility where bicyclists ride in mixed traffic with vehicles. In most cases, only the most experienced bicyclists are comfortable with this facility type when it is applied on non-residential streets. It is affordable, but may not be comfortable for all users. **Sharrows** should not be considered a substitute for bicycle lanes or any other facility types.

** For further guidance on complete streets, please consult NACTO's Urban Bikeway Design Guide, AASHTO's Guide for the Development of Bicycle Facilities, FHWA's Bikeway Selection Guide, and FHWA's Manual on Uniform Traffic Control Devices ( MUTCD), Chapter 9*

## where should it be used?

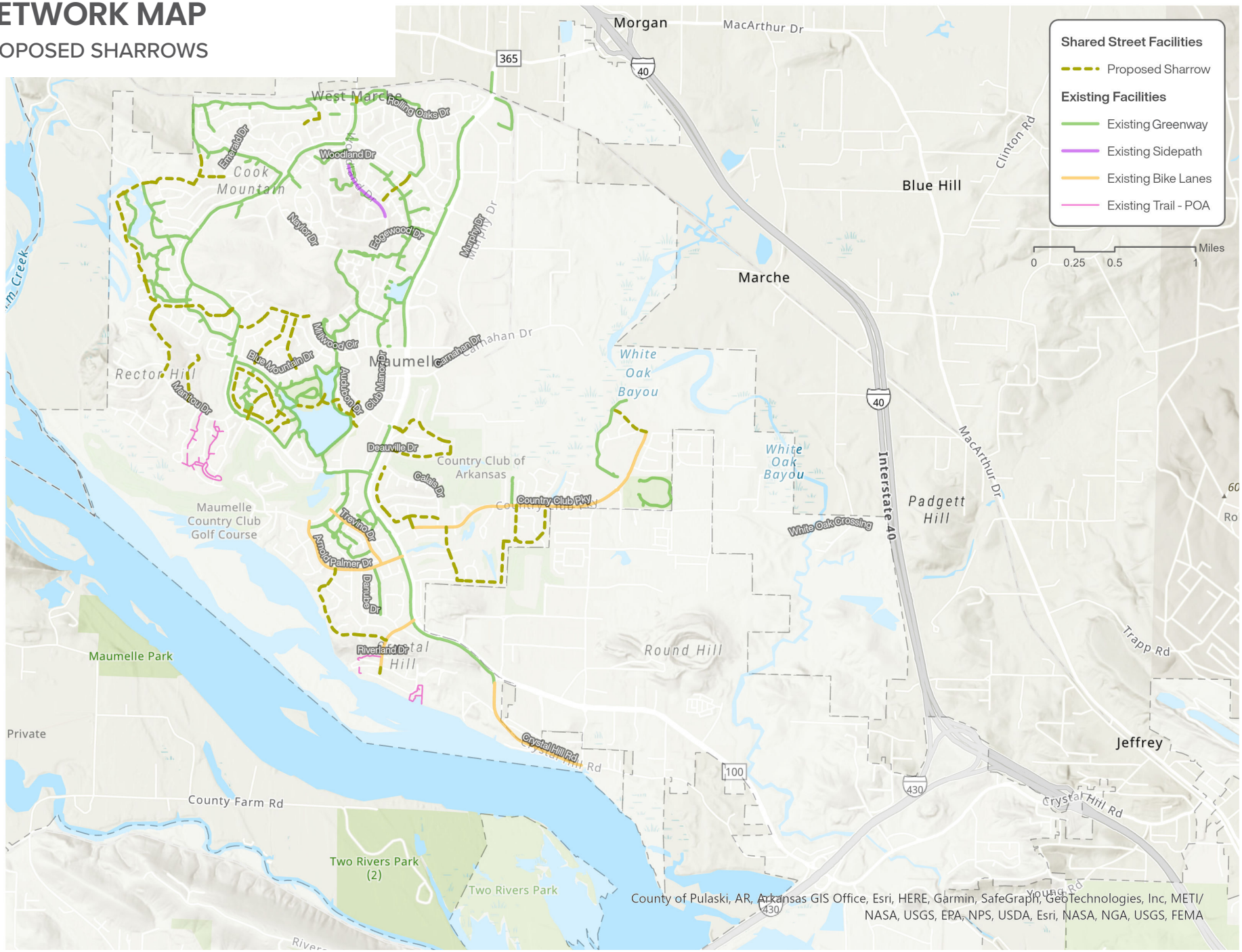
- Sharrows should only be implemented on neighborhood streets that have a maximum speed of 25mph.
- Connector streets that join buffered, protected, or separated bicycle and pedestrian facilities.
- Appropriate roads for sharrows include:
  - Residential or local streets
  - Lower traffic volumes (under 2,500 vehicles per day)
  - Road widths that are too narrow for bicycle lanes
  - Roads where drivers naturally drive slower

## how does it work?

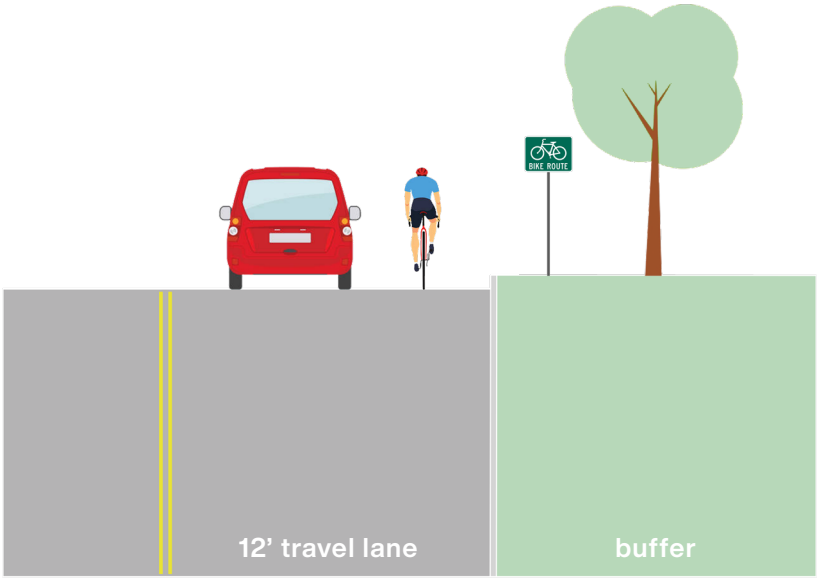
1. Often implemented along narrow, low volume streets with slow speed limits.
2. A landscaped buffer is recommended between the sidewalk and vehicular lanes. The width can vary depending on site conditions and municipal standards.
3. A sidewalk should be provided behind the landscaped buffer to accommodate pedestrians. The width of this can vary from 4'-6' along neighborhood streets; 6' preferred.
4. Sharrow markings should be provided approximately every 200' to delineate usage.
5. Sharrow markings should be placed in the middle of the lane to indicate that the bicyclist may use the entire travel lane.

# NETWORK MAP

## PROPOSED SHARROWS



# signed route




*Signed Route Plan-Section*


## what is it?

**Signed bicycle routes** identify roadways or routes that link various destinations of interest for cyclists. It's important to note that **signed bicycle routes** do not offer dedicated facilities exclusively for cyclists. Instead, they serve as a means to notify motorists about the possible presence of cyclists sharing the road, utilizing the vehicular travel lanes. Ideally, a rural **signed route** would also include wide shoulders to allow cyclists a designated space, but this is not always the case.

## where should it be used?

**Signed bicycle routes** are commonly found in rural areas, primarily on roads where the speed limit does not exceed 55 mph and the average daily traffic (ADT) remains relatively low, typically under 5,000 vehicles per day. These routes are designated along two-lane roads rather than multi-lane highways with higher traffic volumes. It's important to clarify that these routes do not function as dedicated bikeways. Implementing **signed routes** is relatively straightforward, involving the addition of route signage. However, it's crucial to note that in nearly all cases, these routes are not under the jurisdiction of the city but instead require coordination with the relevant authority responsible for the road, often the county or state.

- Context: Rural
- Speed limit: less than 55mph. Lower posted speeds are preferred.
- ADT: Less than 5,000

## how does it work?

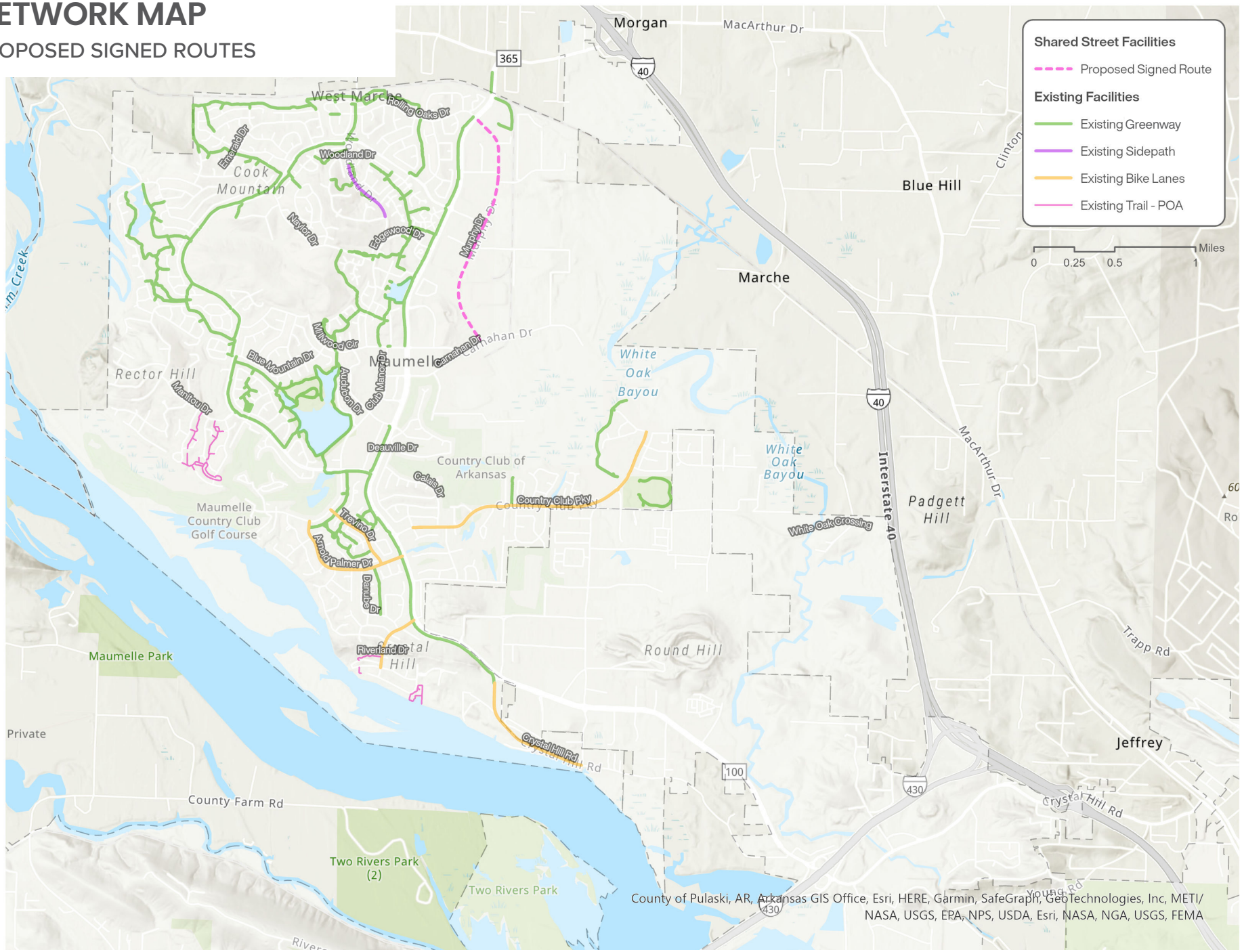
1. Signage posted in both directions of travel, after each intersection, and every 1/2 to 1 mile.
2. Minimum vehicular lanes of 11'. Wider lanes recommended.

*Content sources: NACTO, AASHTO, FHWA, Crafton Tull*
*Graphic source: Crafton Tull*

** For further guidance on complete streets, please consult NACTO's Urban Bikeway Design Guide, AASHTO's Guide for the Development of Bicycle Facilities, FHWA's Bikeway Selection Guide, and FHWA's Manual on Uniform Traffic Control Devices ( MUTCD), Chapter 9*

# NETWORK MAP

## PROPOSED SIGNED ROUTES



# 3.0 BICYCLE & PEDESTRIAN NETWORK

## FACILITY TYPES

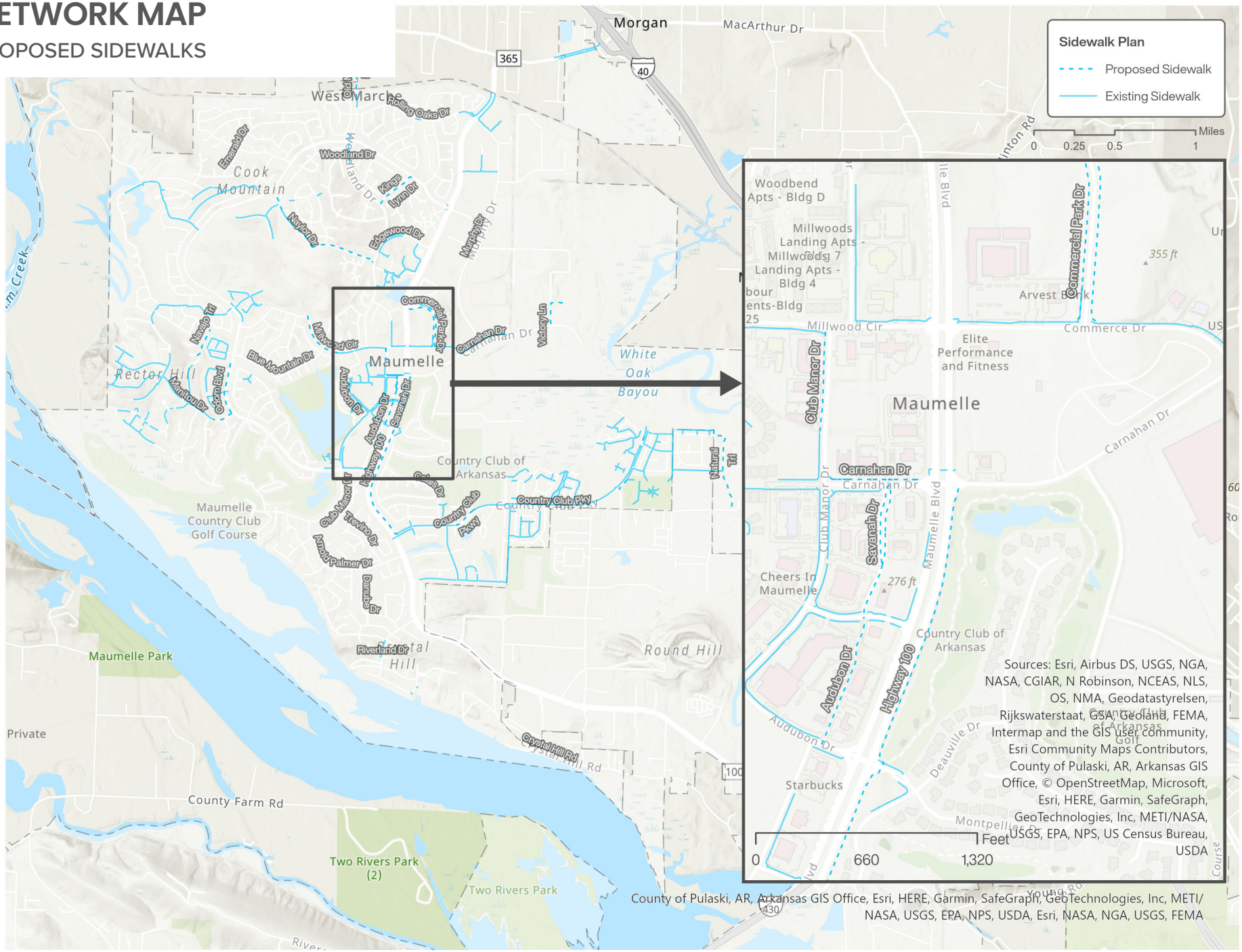
### Proposed Sidewalks – 5.5 Miles

While not every person considers themselves a bicyclist, everyone is a pedestrian at some point or another, whether on foot or rolling in a wheelchair. Maumelle has a fairly strong existing network of sidewalks, and the proposed 5.5 miles of sidewalks provide vital connections such as in front of Maumelle High School, addressing gaps along Country Club Parkway and along Highway 100 between Carnahan and Country Club Parkway. Additional sidewalks are recommended in Maumelle along the following roads:

- Audubon Drive to Towne Centre Drive
- Carnahan Drive
- Club Manor Drive
- Commercial Park Drive
- Country Club Parkway
- Highway 100
- Kings Lynn Drive
- Manitou Drive
- Millwood Circle North
- Millwood Circle South
- Natural Trail
- Naylor Drive
- Odom Boulevard South
- Savannah Drive
- Victory Lane
- Woodland Drive - Old Maumelle Boulevard

# NETWORK MAP

## PROPOSED SIDEWALKS



# 3.0 BICYCLE & PEDESTRIAN NETWORK

## FACILITY TYPES

### Proposed Specialized Facilities – 8.3 Miles

Throughout the network planning process it became evident that Maumelle's previous planning efforts had made provisions for unique facility types that do not fit into typical active transportation categories. These facilities, mountain bike trails, nature trails, and gravel paths, are not appropriate for all ages and all abilities, but are nonetheless important additions to the overall network, serving unique recreation needs as discussed below.

### Proposed Single Track Mountain Bike Trails – 1.9 Miles

While documenting the conditions of Maumelle's trails, it was noted that the dramatic elevation of some do not cater to all ages and all abilities. The growing popularity of mountain biking in the country and particularly the state led to the designation of some existing trails as future mountain bike-only paths, with additional alignments proposed in the center of Maumelle circling the east side of the future Millwood Circle connection, and along Naylor Drive to Odom.

### Proposed Nature Trail – 2.4 Miles

Located in a dense cluster in the east area of the City at the end of Country Club Parkway, these internal nature trails are intended for foot traffic only on dirt or gravel paths for the purposes of engaging with nature and wildlife.

### Proposed Gravel Path – 4.0 Miles

These proposed soft surface trails are located in nature and may also be utilized for bird-watching or other nature-centered activities, but their purpose is more focused on connectivity from proposed trails and boardwalks to destinations surrounding White Oak Bayou. Sections of gravel path connect via boardwalk to the proposed nature trails. The longest and most connective gravel path is 2.5 miles long, extending from Thunder Mountain Road through the future Stone Canyon subdivision with plans to connect to sidewalks on Highway 100 to provide uninterrupted access for walkers, hikers, mountain bikers and gravel riders. The trail will be located next to the railroad, allowing scenic views and opportunities for enjoying nature.

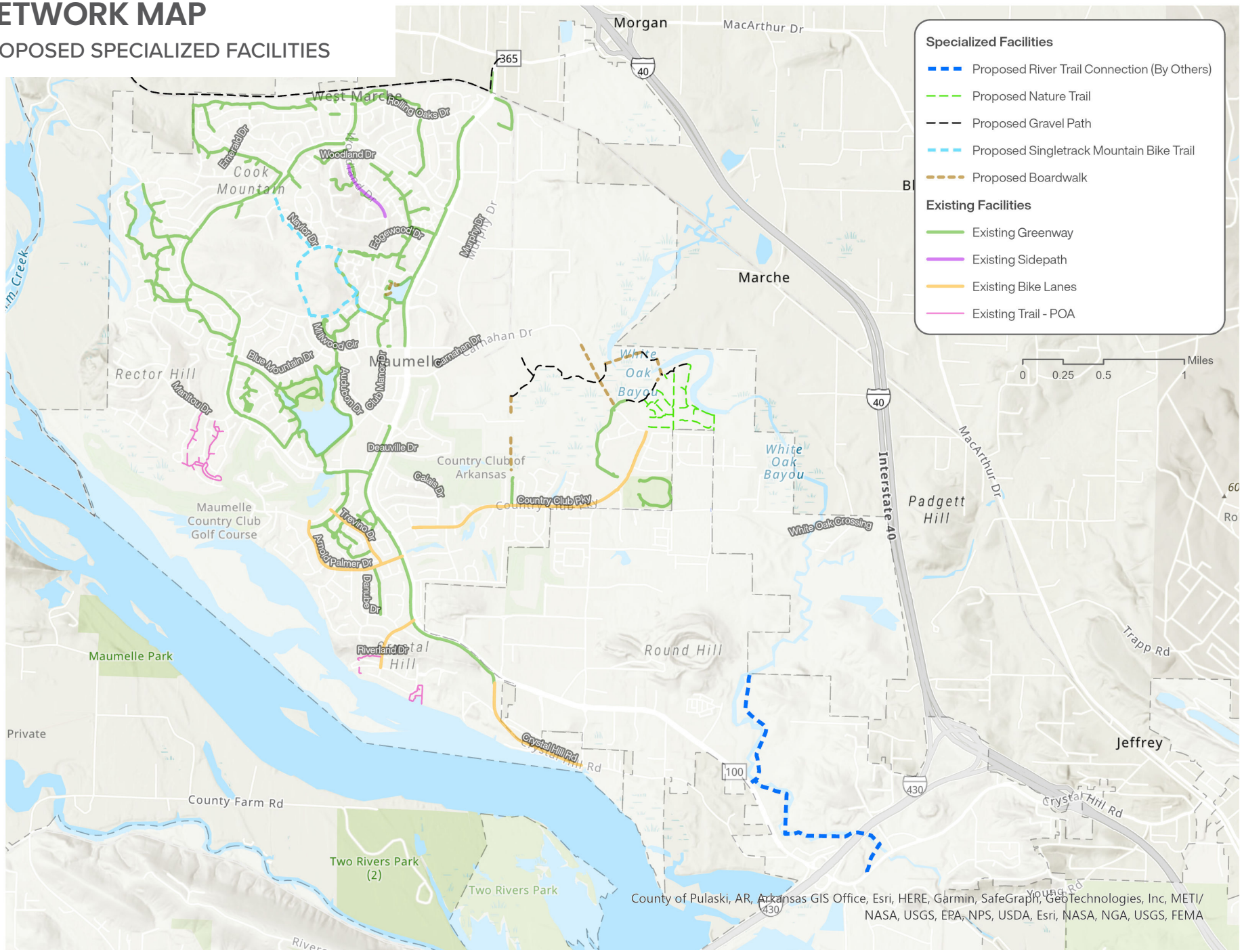
*Single Track Mountain Bike Trail*

*Nature Trail*

*Multi-Use Gravel Path*

# NETWORK MAP

## PROPOSED SPECIALIZED FACILITIES



# 3.0 BICYCLE & PEDESTRIAN NETWORK

## INTERSECTION PLAN

Thorough planning is imperative for locations where bicycle and pedestrian pathways intersect roadways. The following intersection recommendations are proposed as crucial components of Maumelle's active transportation plan.

### High-Visibility Crosswalk - 161 Proposed

High-visibility crosswalks are delineated using thermoplastic markings, ranging from 12' – 14' for greenways or sidepaths or 5' – 6' for sidewalks. Considering the regional role Maumelle plays as a bedroom community of choice with low traffic neighborhood streets, a significant portion of the intersection plan primarily consists of high-visibility crosswalks.

### Rectangular Rapid Flashing Beacon (RRFB) - 3 Proposed

Rectangular rapid flashing beacons (RRFBs) are highly effective in enhancing safety for pedestrians and cyclists at intersections characterized by a greater number of lanes, elevated vehicular traffic volumes, and higher speed limits. RRFB signals are distinctive yellow diamond signs equipped with flashing lights that can be activated by users, serving as a clear indication for vehicles to yield to pedestrians and bicyclists crossing the intersection and are accompanied by high-visibility crosswalks. 3 RRFB signals are strategically planned at Counts Massie Road and Millwood Circle. At Counts Massie Road near the east Maumelle city limits, the sidepath moves from the north side to the south side to connect with the constructed greenway bridge over White Oak Bayou: The proposed RRFB signal will provide safe passage for network users crossing from the north side of the road to the south. At Millwood Circle, one RRFB signal is proposed to provide runners and bicyclists safe passage across the street, whether traveling south to Club Manor or north to the Millwood Landing Apartments. The second RRFB on Millwood provides signalized crossing to the proposed Edgewood Drive sidepath.

### High-Intensity Activated Crosswalk (HAWK) Signal - 5 Proposed

HAWK signals offer the highest level of crossing safety for active mobility users, functioning as dedicated traffic lights designed specifically for mid-block crossings at trail and sidepath intersections with heavy traffic streets. Both HAWK and RRFB signals operate independently of conventional traffic lights. However, the HAWK signal only displays a red light to motor vehicles when activated by a trail user. When not in use, the HAWK signal remains inactive, allowing uninterrupted flow of vehicular traffic. These signals effectively notify drivers to halt for pedestrians, wheelchair users, or cyclists until the signal changes. Five HAWK signals are proposed along Odom Boulevard, the most prominent collector in Maumelle providing access to the majority of the City's neighborhoods.

### Traffic Circle - 2 Proposed

Traffic circles with signage designed for safe crossing for pedestrians and bicyclists are proposed at the future intersection of Counts Massie and Country Club, and the intersection of Club Manor and Odom Boulevard.

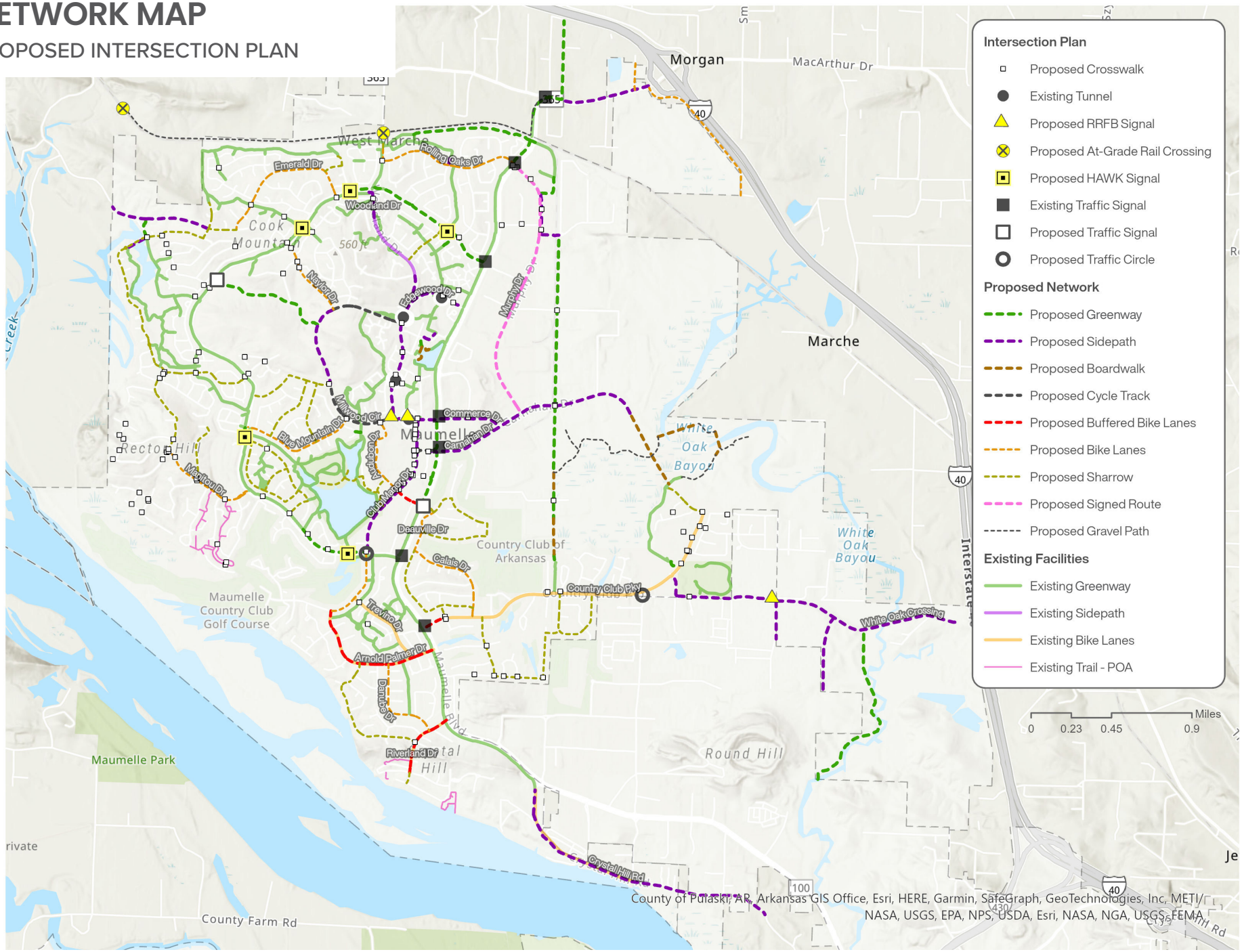
### Future At-Grade Rail Crossings - 2 Proposed

Two at-grade rail crossings for bicyclists and pedestrians are proposed along the Thunder Mountain Trail: one reconnecting Woodland to Old Maumelle Highway, and the other over Thunder Mountain Road further to the west.




# NETWORK MAP

## PROPOSED INTERSECTION PLAN



# 3.0 BICYCLE & PEDESTRIAN NETWORK

## NETWORK TOTALS

Once completed, Maumelle's proposed bicycle and pedestrian network will measure 98 miles in total, with separated facilities (43.2 miles) and sidewalks (28.5 miles) comprising the most prevalent facility types. Shared-street facilities into neighborhoods around the community measure 12.5 miles, a dramatic increase from what the City currently possesses (0 miles). On-street facilities such as bicycle lanes and cycle tracks comprise the second smallest portion of the network (12.1 miles), but serve a role in filling in Maumelle's missing gaps along medium-trafficked streets. Specialized facilities, such as nature trails, total 5.6 miles.

**17.9** miles

**separated facilities**

trails, sidepaths, & boardwalks

**9.2** miles

**on-street facilities**

bicycle lanes, buffered bicycle lanes, & cycle tracks

**12.5** miles

**shared-street facilities**

sharrows & signed routes

**8.3** miles

**specialized facilities**

mountain bike trails, nature trails, & gravel paths

**5.5** miles

**sidewalks**

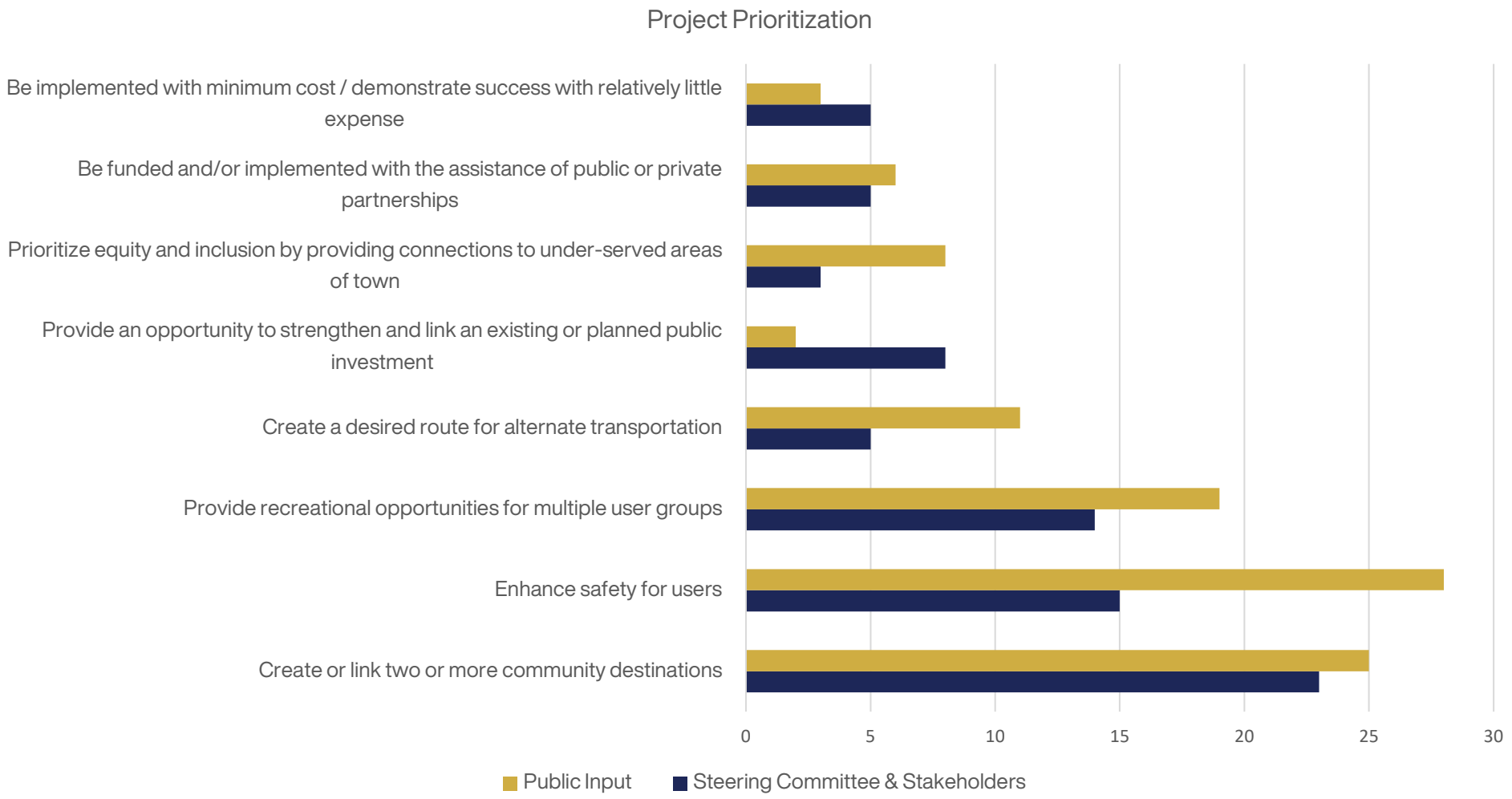
# 4.0
# IMPLEMENTATION

# 4.0 IMPLEMENTATION

## PRIORITIZATION

### Prioritization Overview

Implementing an expanded active transportation network in a community the size of Maumelle and integrating new facilities with existing trails requires a clear approach. In order to position Maumelle leadership to effectively decide which projects to pursue, a systematic process of implementation was developed based on steering committee and public input. These results guide the recommended phasing plan (page 83). The results of the prioritization voting are described in more detail on the following page, with residents indicating a general desire for enhancing safety, connecting destinations in a practical way, and providing recreational opportunities.



## Prioritization Criteria & Weighting

Organized according to the total votes received, the following priorities were most important to Maumelle. Creating and linking two or more community destinations was the highest priority, followed by enhancing safety for users and providing recreational opportunities. Alternate transportation was the fourth most emphasized priority, highlighting a moderate desire in the community to utilize the linkages to community destinations (see priority #1) for everyday travel around Maumelle.

The prioritization criteria were assigned weights based on the number of votes received, then scored and ranked. The criteria are listed from highest weighted to lowest as follows.

1. **Create or Link Destinations (Current Use, Trip Generators)**
2. **Enhance Safety (Crashes, Conflicts, Speed, ADT)**
3. **Recreational Opportunities (Type, Length, Connectivity)**
4. **Create a desired route for alternate transportation**
5. **Strengthen or Link Public Investments or Economic Development Opportunity**
6. **Connection to Underserved Areas**
7. **Partnerships or Ease of Implementation**
8. **Minimum Cost**

## Prioritization Matrix Outcomes

The prioritization process is intended as a guideline for community leaders and planning officials to make informed decisions regarding which project should be implemented next. Cost is always a bottom-line matter for municipal leaders responsible for budget management and public transparency, but in terms of the overall plan, if the public desires something new and visionary that may take years to fund through budgeting or a grant, the prioritization exercise allows the City to see public priorities. Interestingly enough, funding ranked lowest out of all prioritization criteria. This does not mean it is an unimportant consideration, but simply that it does not factor into the scoring process. For example, at the top of the scores, Carnahan Drive scored first out of the entire network due to its urban setting and connection of destinations along the corridor. It also enhances safety (priority #2), and provides recreational opportunities for pedestrians as well as cyclists.

While the plan does not mandate the City implement the top ten projects resulting from the prioritization process, it is important to note that these are all separated facilities. As discussed on page 15, 47% of respondents to public meeting surveys preferred separated facilities such as trails and sidepaths over other types of active transportation facilities. Since these may be used by pedestrians, bicyclists and wheelchair users alike, they make for prime pilot projects to build goodwill and excitement for the expanding network. Additionally, as discussed in the proposed phasing plan (page 82), implementing the top 10 projects first wouldn't necessarily be beneficial to the overall network, as some projects would terminate prior to connecting with other facilities or logical destinations.

The top 10 scoring projects are as follows:

1. Carnahan Drive (West) Sidepath
2. Carnahan Drive (East) Sidepath + Boardwalk
3. Highway 365 Sidepath
4. Rolling Oaks Trail
5. Club Manor Sidepath
6. Edgewood Drive Sidepath
7. White Oak Crossing Sidepath
8. Lake Point Drive Sidepath + Lake Valencia Boardwalk
9. Powerline Easement Trail + Boardwalk
10. Diamond Park Lane Sidepath

# 4.0 IMPLEMENTATION

PRIORITIZATION

| SEGMENT | FACILITY | LENGTH (FT) | LENGTH (MI) | FINAL RANK |
|---|---|---|---|---|
| Carnahan Drive (West) | Sidepath | 225 | 0.04 | 1 |
| Carnahan Drive Sidepath & Boardwalk (East) | Sidepath | 8,829 | 1.67 | 2 |
| Highway 365 Sidepath | Sidepath | 2,568 | 0.49 | 3 |
| Rolling Oaks Trail | Trail | 4,599 | 0.87 | 4 |
| Club Manor | Sidepath | 4,425 | 0.84 | 7 |
| Edgewood Drive | Sidepath | 5,068 | 0.96 | 7 |
| White Oak Crossing | Sidepath | 8,575 | 1.62 | 7 |
| Lake Pointe Drive & Lake Valencia Boardwalk | Sidepath | 1,565 | 0.30 | 9 |
| Powerline Easement Trail & Boardwalk | Trail | 9,678 | 1.83 | 9 |
| Diamond Park Lane | Sidepath | 601 | 0.11 | 10 |
| Murphy Drive | Sidepath | 1,213 | 0.23 | 11 |
| White Oak Bayou Trail | Trail | 5,716 | 1.08 | 12 |
| Woodland Drive (Edgewood to Stoneledge) | Sidepath | 690 | 0.13 | 14 |
| Woodland Drive (Stoneledge to Odom) | Sidepath | 846 | 0.16 | 14 |
| Millwood Circle | Sidepath | 1,232 | 0.23 | 15 |
| Lake Willastein Drive | Sharrow | 2,422 | 0.46 | 16 |
| Crystal Hill Road | Sidepath | 8,597 | 1.63 | 17 |
| Carnahan Drive | Cycle Track | 665 | 0.13 | 18 |
| Kings Lynn Drive | Sharrow | 1,360 | 0.26 | 18 |
| Robinson Road | Sidepath | 539 | 0.10 | 20 |
| Woodland Drive | Bicycle Lane | 385 | 0.07 | 22 |
| Maumelle Boulevard Trail Infill | Trail | 2,505 | 0.47 | 22 |

| SEGMENT | FACILITY | LENGTH (FT) | LENGTH (MI) | FINAL RANK |
|---|---|---|---|---|
| Murphy Drive Signed Route | Signed Route | 7,909 | 1.50 | 23 |
| Hillview Trail | Trail | 3,552 | 0.67 | 24 |
| Audubon Drive | Bicycle Lane | 2,699 | 0.51 | 27 |
| Audubon Drive | Buffered Bicycle Lane | 931 | 0.18 | 27 |
| Commerce Drive | Sidepath | 1,775 | 0.34 | 27 |
| Rolling Oaks Drive | Bicycle Lane | 4,183 | 0.79 | 31 |
| Blue Mountain Drive | Bicycle Lane | 3,729 | 0.71 | 31 |
| Calais Drive | Bicycle Lane | 3,019 | 0.57 | 31 |
| Woodland Drive (North) | Sharrow | 164 | 0.03 | 31 |
| Millwood Circle: South | Cycle Track | 2,630 | 0.50 | 33 |
| Millwood Circle: North | Cycle Track | 2,151 | 0.41 | 33 |
| Fairplay Way | Sidepath | 175 | 0.03 | 34 |
| Kim Drive Sidepath | Sidepath | 1,123 | 0.21 | 37 |
| Vestal Boulevard Sidepath | Sidepath | 2,258 | 0.43 | 37 |
| Odom Boulevard Trail Infill South | Trail | 2,395 | 0.45 | 37 |
| Nimrod Cove Connection | Trail | 168 | 0.03 | 38 |
| Odom Boulevard Trail Infill North | Trail | 4,892 | 0.93 | 39 |
| Hudson Bay Drive | Sharrow | 1,122 | 0.21 | 41 |
| Lift Station Easement Trail | Trail | 817 | 0.15 | 41 |
| Fontainebleau Drive | Sharrow | 1,802 | 0.34 | 45 |
| Norfork Drive | Sharrow | 3,498 | 0.66 | 45 |
| Waterside Drive | Sharrow | 1,196 | 0.23 | 45 |

# 4.0 IMPLEMENTATION

## PRIORITIZATION

| SEGMENT | FACILITY | LENGTH (FT) | LENGTH (MI) | FINAL RANK |
|---|---|---|---|---|
| Zircon Drive | Sharrow | 340 | 0.06 | 45 |
| Emerald Drive | Bicycle Lane | 4,372 | 0.83 | 51 |
| Naylor Drive | Bicycle Lane | 2,347 | 0.44 | 51 |
| Riverland Drive | Buffered Bicycle Lane | 2,048 | 0.39 | 51 |
| Arnold Palmer Drive | Buffered Bicycle Lane | 4,220 | 0.80 | 51 |
| Margeaux Drive | Sharrow | 1,356 | 0.26 | 51 |
| Marseille Drive | Sharrow | 3,685 | 0.70 | 51 |
| Turquoise Drive | Sharrow | 537 | 0.10 | 52 |
| Deauville Drive | Bicycle Lane | 1,381 | 0.26 | 55 |
| Auriel Circle | Sharrow | 3,026 | 0.57 | 55 |
| Deauville Drive | Sharrow | 4,226 | 0.80 | 55 |
| Danube Drive | Bicycle Lane | 2,774 | 0.53 | 59 |
| Club Manor South | Bicycle Lane | 2,226 | 0.42 | 59 |
| Manitou Drive | Bicycle Lane | 3,345 | 0.63 | 59 |
| Country Club Parkway | Buffered Bicycle Lane | 622 | 0.12 | 59 |
| Long Fisher Road | Bicycle Lane | 4,575 | 0.87 | 61 |
| Frontier Drive | Bicycle Lane | 807 | 0.15 | 61 |
| Breckenridge Lane | Sharrow | 1,338 | 0.25 | 80 |
| Chicot Drive | Sharrow | 1,830 | 0.35 | 80 |
| Ducane Way | Sharrow | 429 | 0.08 | 80 |
| Fontenay Drive | Sharrow | 386 | 0.07 | 80 |
| Hibiscus Drive | Sharrow | 2,521 | 0.48 | 80 |

| SEGMENT | FACILITY | LENGTH (FT) | LENGTH (MI) | FINAL RANK |
|---|---|---|---|---|
| Lake Valley Drive | Sharrow | 5,615 | 1.06 | **80** |
| Lily Drive | Sharrow | 2,925 | 0.55 | **80** |
| Maumelle Valley Drive | Sharrow | 5,565 | 1.05 | **80** |
| Montepellier Drive | Sharrow | 462 | 0.09 | **80** |
| Navajo Trail | Sharrow | 1,730 | 0.33 | **80** |
| Orchid Drive | Sharrow | 716 | 0.14 | **80** |
| Orleans Drive | Sharrow | 1,446 | 0.27 | **80** |
| Ouachita Drive | Sharrow | 2,529 | 0.48 | **80** |
| Ozark Drive | Sharrow | 2,041 | 0.39 | **80** |
| Park Drive | Sharrow | 963 | 0.18 | **80** |
| Ridgeland Drive | Sharrow | 825 | 0.16 | **80** |
| Riverland Drive | Sharrow | 323 | 0.06 | **80** |
| Saint James Drive | Sharrow | 652 | 0.12 | **80** |
| Vienne Place | Sharrow | 1,299 | 0.25 | **80** |

# 4.0 IMPLEMENTATION

## EASE OF IMPLEMENTATION

### Ease of Implementation

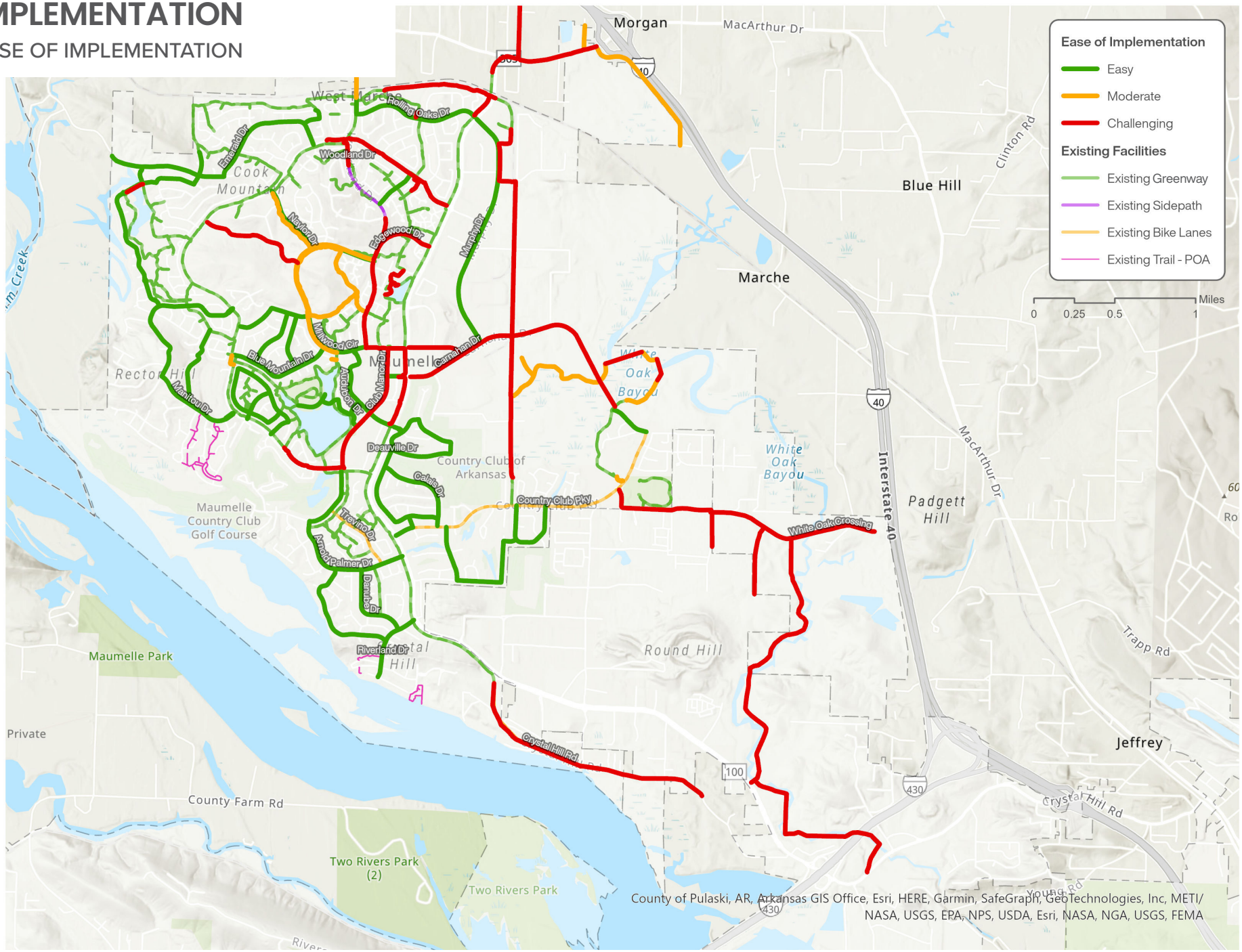
As part of this discussion of balancing feasibility with expressed community desires, ease of implementation provides an overview of specifically which facilities will be easiest to implement. As previously written, the prioritization rankings do not determine the required order of implementation but rather function as guidelines. If a project of opportunity arises such as restriping a road for bike lanes to connect a neighborhood to services in the commercial core of Maumelle, it would be advantageous to pursue. Familiarization with the ease of implementation map can better position city leadership to know which areas of the City could benefit from early pilot projects.

Projects are ranked as easy, moderate, or challenging according to the following criteria:

- **Easy -** Construction is inexpensive and primarily involves pavement striping or re-striping, with minimal or no road widening required. This includes facilities that have been designated with sharrows.
- **Moderate -** Construction costs are moderate, and some road widening may be necessary. Additional infrastructure is also implemented to ensure the safety of bicycle lanes.
- **Challenging -** Acquiring land or easements is necessary, the segments are lengthy resulting in higher costs, or coordination becomes difficult due to involvement of multiple landowners or jurisdictional complexities with other agencies.

# IMPLEMENTATION

## EASE OF IMPLEMENTATION



# 4.0 IMPLEMENTATION

## NETWORK PURPOSE

### Network Purpose

Network purpose establishes the hierarchy of the active transportation network, moving users from neighborhoods to regional destinations. The **Regional Route** is indicated as a dark green line representing the Northwest Corridor extending from North Little Rock that crosses through Maumelle on existing trail along Highway 100 as shown in the Central Arkansas Regional Greenways Plan and on pages 22-23. Continuing up along Club Manor, then Edgewood, eventually pointing north to Conway. This route should be upgraded to recommended regional standards, with a width of 14' to function as a higher-capacity trail corridor, as well as lighting and wayfinding signage. Other trails and bicycle facilities branching off the Northwest Corridor should be signed appropriately to communicate directions to users.

**Primary Connectors** are generally trails and sidepaths, facilities that can facilitate both bicycle and pedestrian travel. In some instances, such as on Arnold Palmer and Club Manor south, primary connectors are bicycle lanes leading to the regional trail system.

**Secondary Connectors** are systems of bicycle lanes or sharrows, and **Neighborhood Connectors** are sharrows leading to higher-capacity facilities. **Recreation Routes** are future facilities such as the trail extending south to North Little Rock off White Oak Crossing. The Murphy Drive signed route is also a recreation route as it is reserved only for confident road cyclists.

*Regional connector*

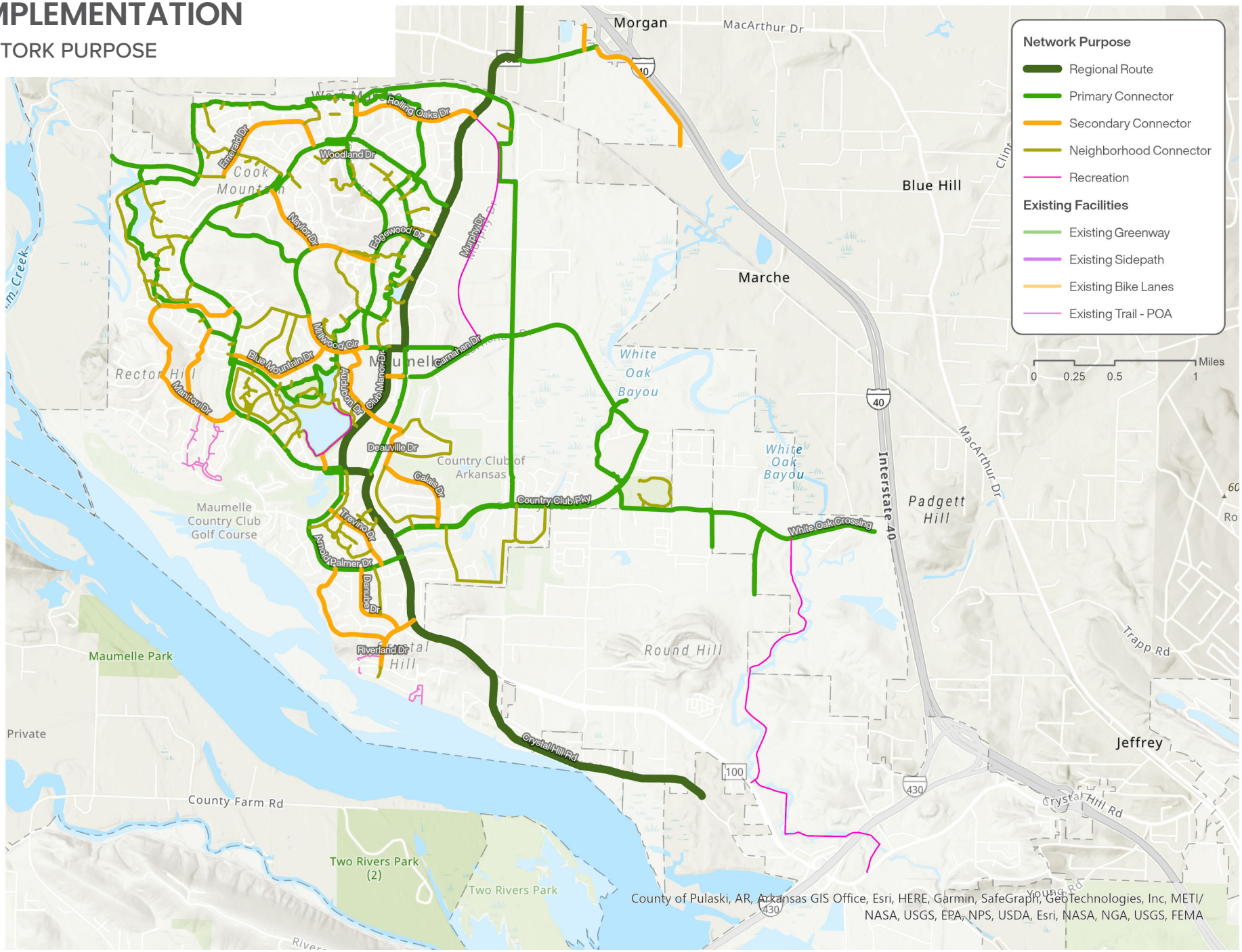
*Primary connector*

*Secondary connector*

*Neighborhood connector*

# IMPLEMENTATION

## NETORK PURPOSE



# 4.0 IMPLEMENTATION

NETWORK PURPOSE

## Community Loops

Community loops were established utilizing both existing and future trails to help “brand” different routes around Maumelle. This is more aspirational, reflecting the desires of the community to provide more safe active transportation corridors to everyday destinations, as well as the expressed desire for more recreational opportunities. The Community Loops fulfill the dual purposes of expressed need: active transportation to everyday destinations and easily-accessible recreation options. Each loop is a mix of facility types, although they are primarily made up of existing and future trails and will be mostly separated facilities. The **Regional Route** is the blue Northwest Corridor, as previously described. The **Off Street Loop** utilizes trails beginning at Lake Willastein and travels in a circle to the northwest corner of Maumelle, connecting Lake Valencia, Maumelle Charter, the library, municipal services, and Rolling Oak Soccer Complex. The **Odom Loop** starts at the divergence of the regional greenway up Club Manor, following Odom around to connect back to Highway 100. The **Maumelle Bike Boulevard** winds through Maumelle neighborhoods in a system of sharrows branching off the Odom Loop. Lastly, the **Eastern Loop** connects the east side of Maumelle separated by Highway 100 to the regional greenway, characterized by bike lanes leading to greenways and boardwalk around and through White Oak Bayou. This is expected to provide a scenic view of Maumelle’s natural landscape while providing access to ballparks, Maumelle Charter High School, multiple neighborhoods, and Maumelle Middle and High Schools. As the network expands, it is recommended the City solicit community feedback to brand” more specific “loop” names. Finally, a unique addition to the network, the **Thunder Mountain Trail** is a gravel pathway which will, upon completion, connect more than 330 new homes in north Maumelle to the primary Maumelle network.

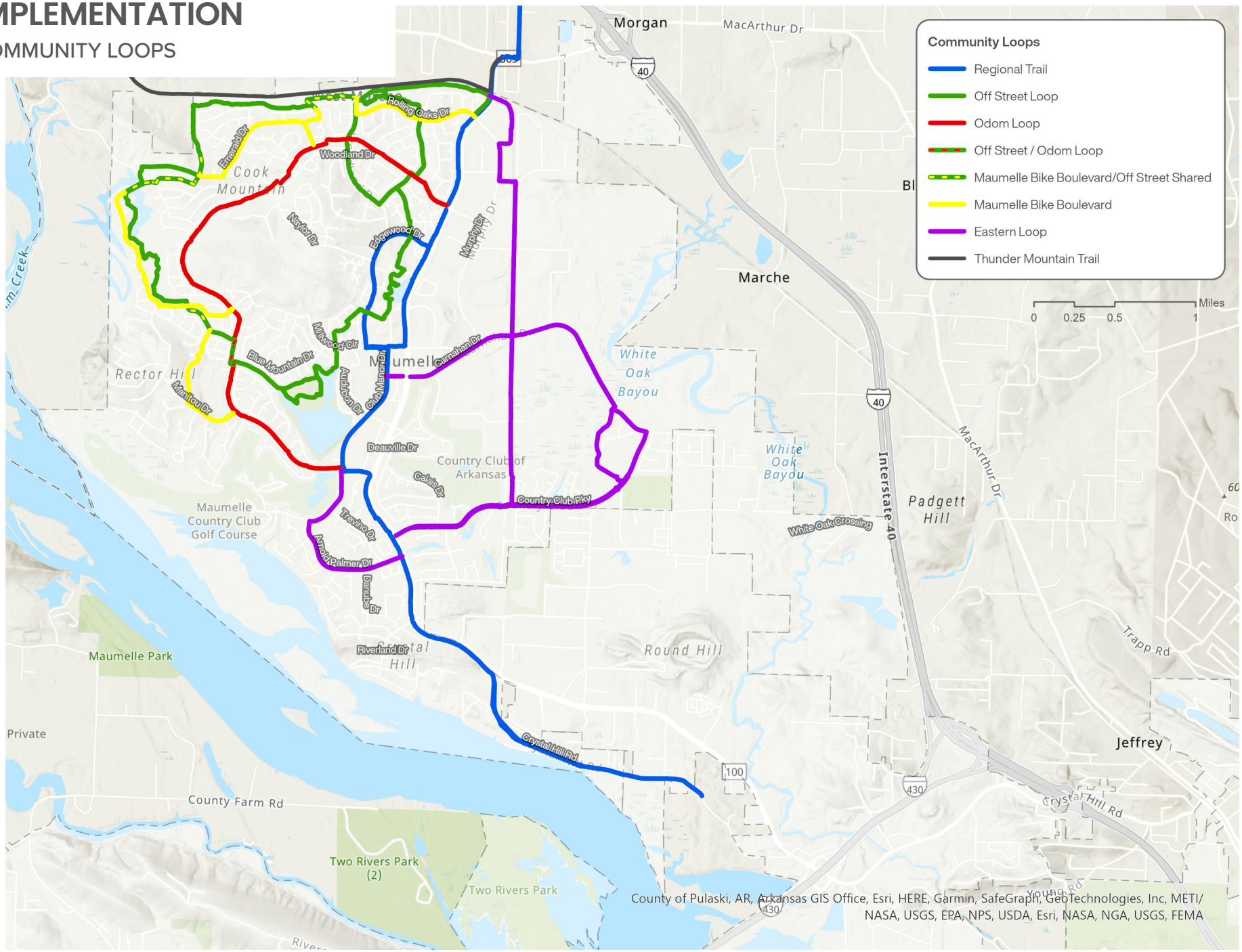
*Regional Route*

*Eastern Loop*

*Off Street Loop*

# IMPLEMENTATION

## COMMUNITY LOOPS



# 4.0 IMPLEMENTATION

## PHASING PLAN

### Phasing

Phasing reflects the highest priority projects in a reasonable order, and connectivity between phases is built upon to expand to additional destinations. Phasing is not a required order of implementation, but rather a guideline for the community to follow as network expansion begins. It is recommended that the City capitalize on projects of opportunity that may arise, even if they may be grouped in a later Phase. The structure of Maumelle's Phasing Plan can be described according to the following general structure:

**Phase 1: Upgrade & Connect**

Lake Pointe Drive Sidepath & Lake Valencia Boardwalk
Club Manor Drive Sidepath
Arnold Palmer Drive Buffered Bike Lanes
Lake Willastein Drive Sharrows

**Phase 2: Expand with On-Street Facilities**

Carnahan Drive Sidepath
Maumelle Boulevard Trail Infill
Danube Drive Bike Lanes
Maumelle Valley Drive Sharrows

**Phase 3: Expanding Outward**

Crystal Hill Road Sidepath
Commerce Drive Sidepath
Blue Mountain Drive Bike Lanes
Breckenridge Lane Sharrows

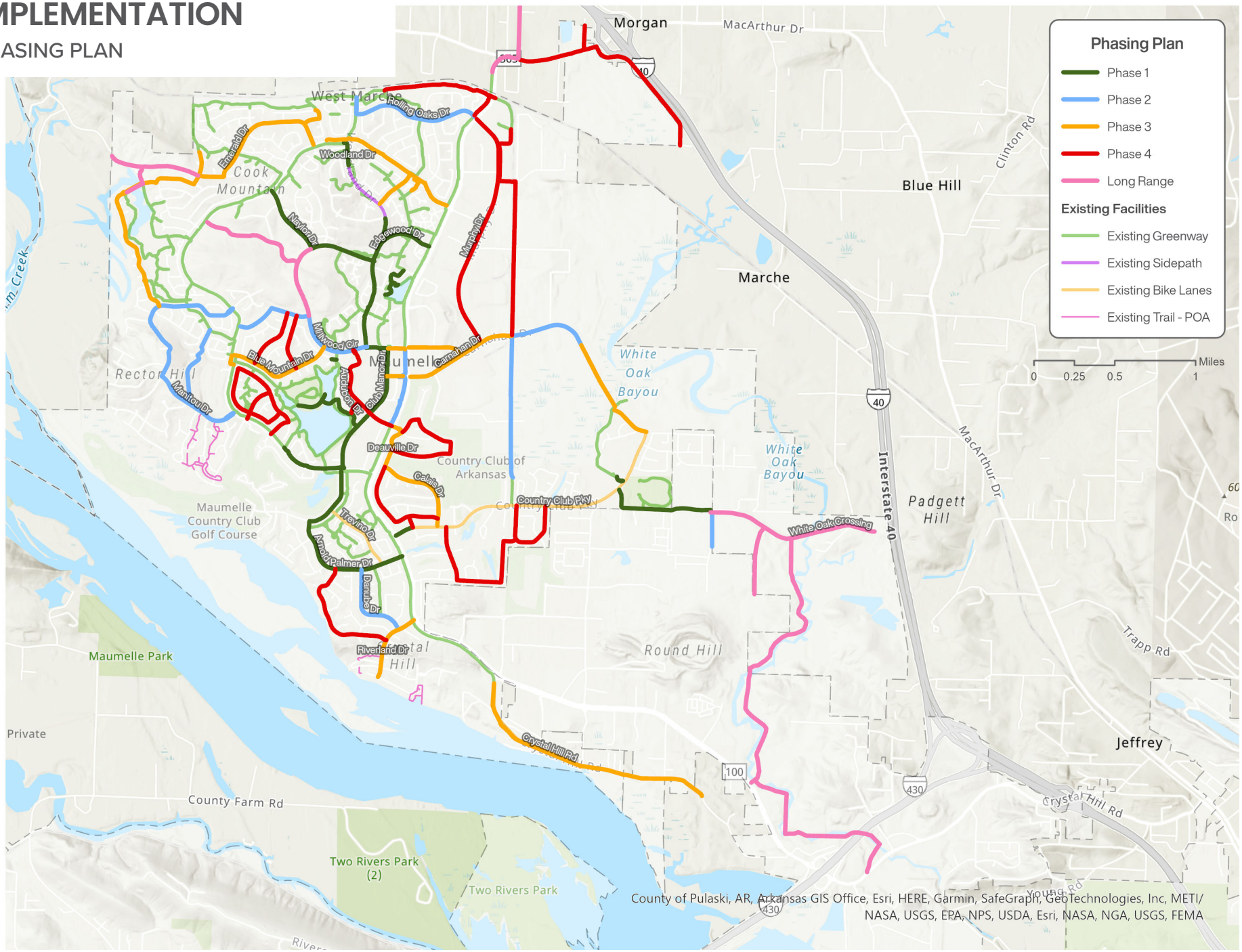
**Phase 4: Infill Shared-Street Connections**

Murphy Drive Sidepath
Powerline Easement Trail
Audubon Drive Buffered Bike Lanes
Ozark Drive Sharrows

**Long Range Connections**

# IMPLEMENTATION

## PHASING PLAN



# 4.0 IMPLEMENTATION

## PHASING PLAN

### Phase 1: Upgrade & Connect

Many of the top 10 projects in the prioritization outcomes are found in Phase 1, including some bicycle lanes and cycle tracks. The Club Manor Drive sidepath from Odom to Carnahan is designated in Phase 1 as it is along the proposed regional route and connects many important destinations within the commercial core of Maumelle. The Edgewood sidepath north of the Club Manor district serves an additional function as a town center in Maumelle, except centered more on education and municipal services. While undertaking both of these high-profile projects in Phase 1 may prove to be difficult, they are both expected to gain the most public support. Replacing the boardwalk on the west side of Lake Valencia is also a Phase 1 project, connecting to the proposed sidepath along Lake Pointe Drive.

Also included in Phase 1 are bicycle lanes on Naylor Drive, south Club Manor Drive, and buffered bike lanes on Arnold Palmer Drive. Arnold Palmer currently has bicycle lanes, but extra roadway width and minimal driveways along the street make it a prime location for buffered bike lanes. These add more protection for bicyclists, which is appropriate since Arnold Palmer is a higher traffic neighborhood feeder street.

### Phase 1 Recommended Projects:

**Separated Facilities**

- Diamond Park Lane Trail
- Diamond Park Lane Sidepath
- Club Manor Drive Sidepath
- Edgewood Drive Sidepath
- Lake Pointe Drive Sidepath
- Lake Point Drive Trail
- Lake Valencia Boardwalk
- Millwood Circle Sidepath
- Nimrod Cove Trail Connection
- Odom Boulevard Trail Infill South
- White Oak Crossing Sidepath
- Woodland Drive Sidepath North
- Woodland Drive Sidepath South

**On-Street Facilities**

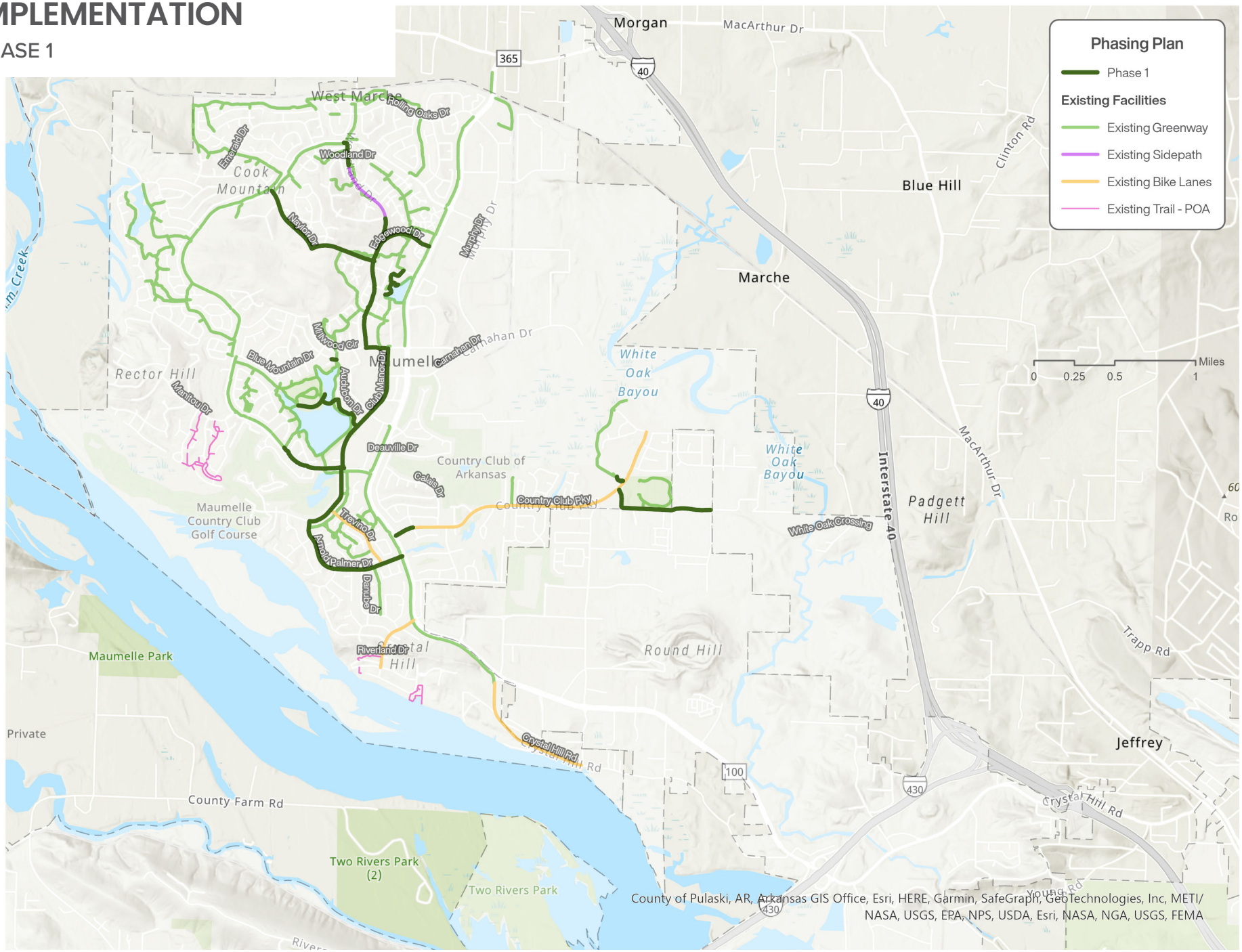
- Arnold Palmer Drive Buffered Bike Lanes
- Club Manor Drive Bike Lanes
- Country Club Parkway Buffered Bike Lanes
- Millwood Circle Cycle Track (North)
- Naylor Drive Bike Lanes

**Shared-Street Facilities**

- Lake Willastein Drive Sharrows

# IMPLEMENTATION

## PHASE 1



*Before: Arnold Palmer Dr. existing bike lanes*

*After: Arnold Palmer Dr. proposed buffered bicycle lanes*

*Before: Edgewood Dr.*

*After: Edgewood Dr. proposed sidepath (left) and new sidewalk (right)*

## Phase 2: Expand with On-Street Facilities

Expanding the reach of the existing trail network and projects recommended for Phase 1, Phase 2 contains more on-street projects such as bike lanes on Danube, Manitou, and Rolling Oaks, with sharrows recommended on Ouachita, Navajo, and Maumelle Valley Drive. Sharrows are intended to lead users to trails or bike lanes, facilities with higher capacity, which in turn lead to community destinations. Phase 2 also includes recommendations for separated facilities, the most notable being portions of the powerline easement trail through White Oak Bayou leading to East Carnahan Drive. This will provide connections to Maumelle Middle and High Schools. A sidepath is also included in this phase connecting Kim Drive to the first portion of White Oak Crossing sidepath, providing access to Maumelle Charter in anticipation of future bike and pedestrian traffic. Phase 2 contains on-street facilities to supplement the existing network and high profile Phase 1 projects. While sidewalks are neither prioritized nor phased, a sidewalk connection between Navajo Trail and the existing Maumelle Trail between segments of Maumelle Valley Drive is included in Phase 2 as well.

## Phase 2 Recommended Projects:

**Separated Facilities**

- Carnahan Drive East Sidepath
- Carnahan Drive West Sidepath
- Fairplay Way Sidepath
- Kim Drive Sidepath
- Maumelle Boulevard Trail Infill
- Powerline Easement Trail

**On-Street Facilities**

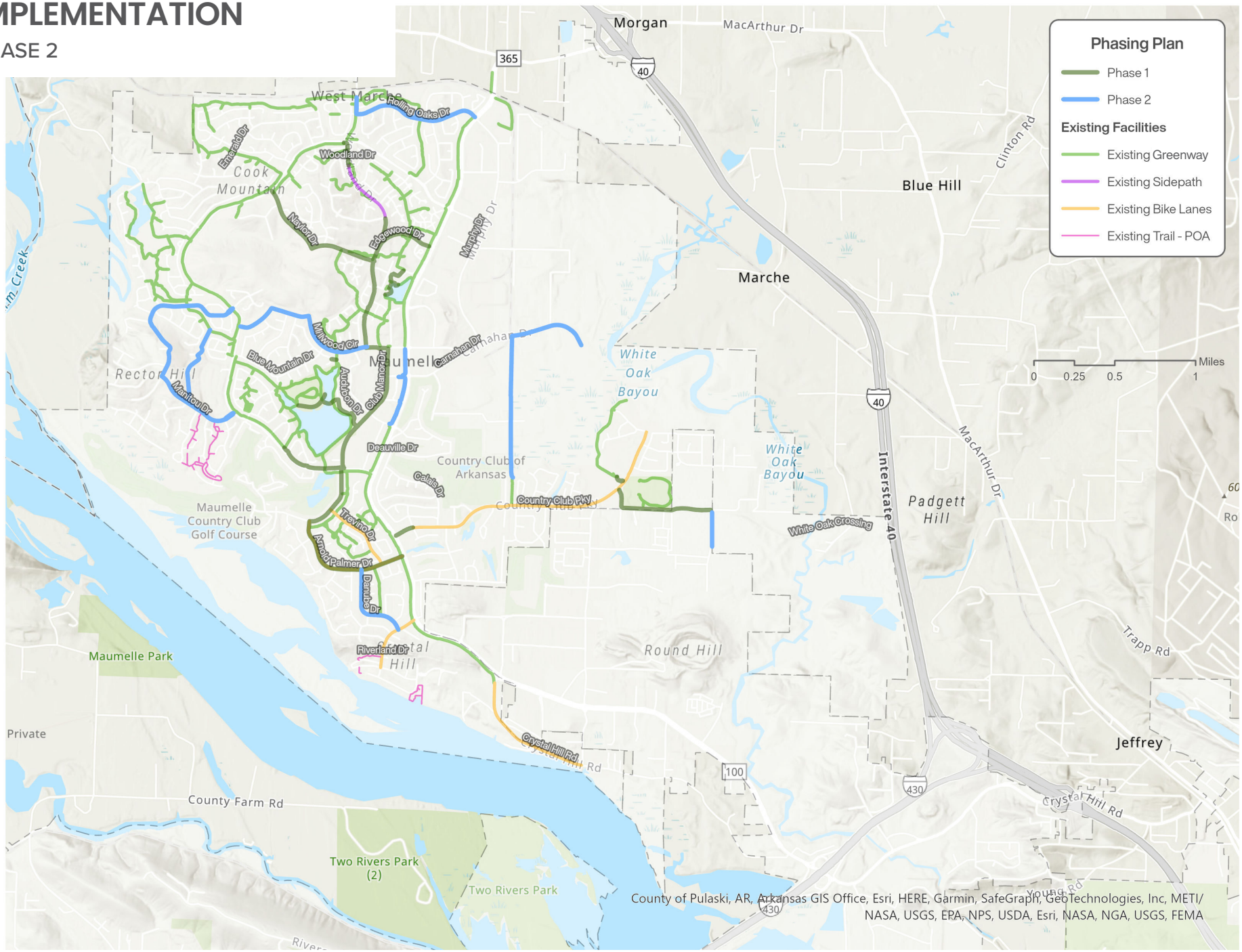
- Danube Drive Bike Lanes
- Manitou Drive Bike Lanes
- Millwood Circle Cycle Track (South)
- Rolling Oaks Drive Bike Lanes
- Woodland Drive Bike Lanes

**Shared-Street Facilities**

- Maumelle Valley Drive Sharrows
- Navajo Trail Sharrows
- Ouachita Drive Sharrows
- Woodland Drive Sharrow


# IMPLEMENTATION

## PHASE 2



# 4.0 IMPLEMENTATION

PHASING PLAN

## Phase 3: Expanding Outward

The third phase continues the second's trend of adding on-street and shared-street facilities. The Lake Valley Drive sharrow network in the far west neighborhoods of the City are recommended to help the proposed "Maumelle Bike Boulevard" loop to take form, leading throughout the outlying neighborhoods to connect back to the regional greenway along Highway 100. This phase is also reserved for the boardwalk across White Oak Bayou. While boardwalk is expensive, success stories such as Wolf River Nature Area in Memphis, Tennessee, provide a legitimate vision for what White Oak Bayou could be for Maumelle. Additional separated facilities include Commerce Drive and Carnahan Drive sidepaths to provide more robust connections to Maumelle's educational institutions east of Highway 100.

## Phase 3 Recommended Projects:

**Separated Facilities**

- Carnahan Drive East Sidepath
- Commerce Drive Sidepath
- Crystal Hill Road Sidepath
- Millwood Circle Sidepath
- Odom Boulevard Trail Infill North

**On-Street Facilities**

- Blue Mountain Drive Bike Lanes
- Calais Drive Bike Lanes
- Carnahan Drive Cycle Track
- Deauville Drive Bike Lanes
- Emerald Drive Bike Lanes
- Riverland Drive Bike Lanes
- Riverland Drive Buffered Bike Lanes

**Shared-Street Facilities**

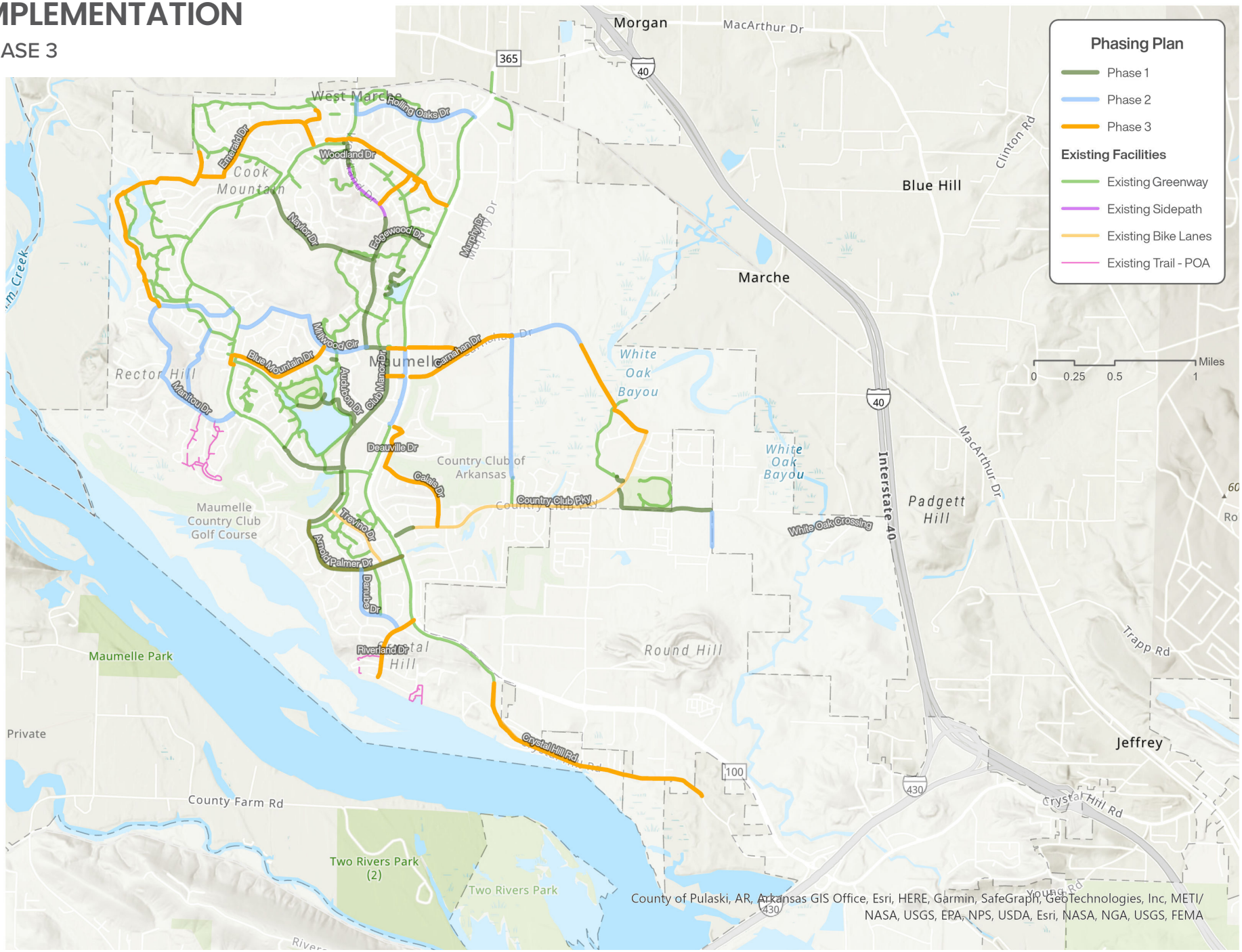
- Breckenridge Lane Sharrows
- Hudson Bay Drive Sharrows
- Kings Lynn Drive Sharrows
- Lake Valley Drive Sharrows
- Montpellier Drive Sharrows
- Ridgeland Drive Sharrows
- Riverland Drive Sharrows
- Turquoise Drive Sharrows
- Vienne Place Sharrows
- Zircon Drive Sharrows

*Upper right: Lake Atalanta boardwalk in Rogers, AR.*

*Lower Right: Wolf River Bridge in Memphis, TN.*
*PC: Bill Dries*

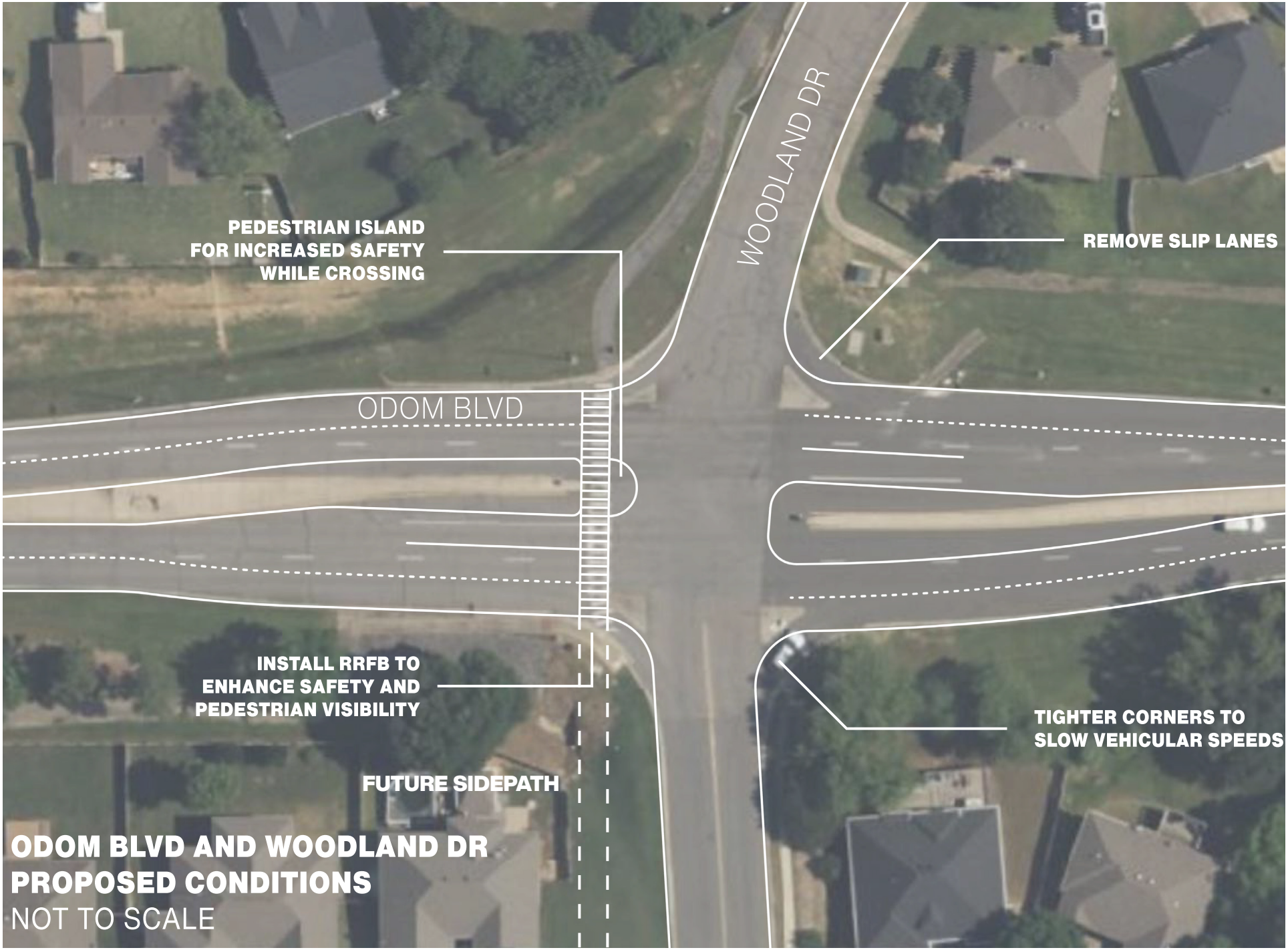
# IMPLEMENTATION

## PHASE 3



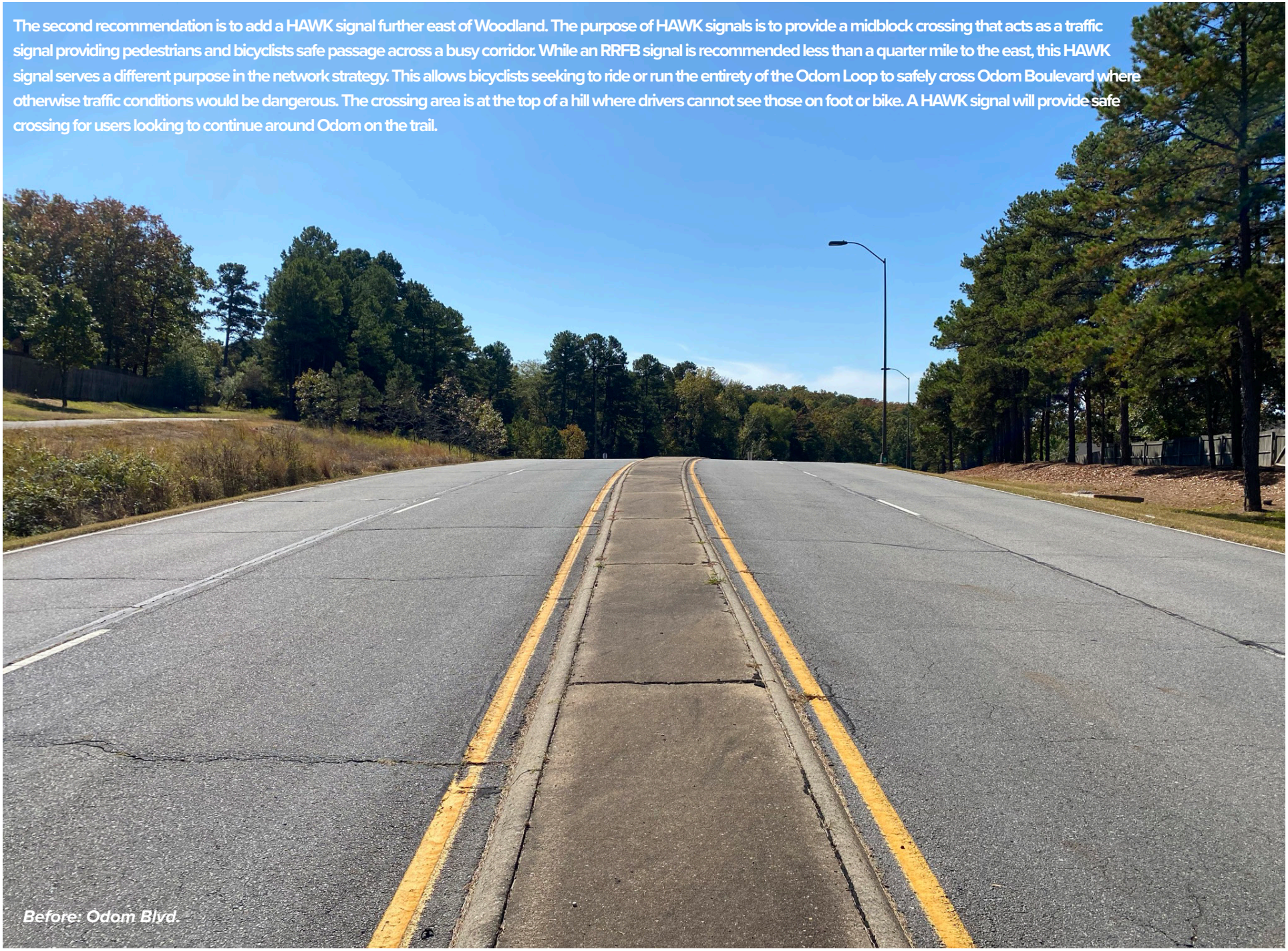
While intersection treatments are not included in prioritization and phasing, one area most in need of safety upgrades is located in north Maumelle at Odom and Woodland. Woodland connects north from Edgewood and its various destinations to the soccer complex, but currently, only signs and a long crosswalk are in place to protect users trying to cross the busy road. In order to increase safe access particularly for children crossing Odom, redesigning the intersection is paramount. Removing slip lanes, widening the median refuge island, installing a user-activated RRFB signal, and widening the crosswalk will increase the safety of this crossing. This intersection should be further evaluated by a traffic engineer to determine if additional traffic control measures or signalization is warranted.


**ODOM BLVD AND WOODLAND DR**
**CURRENT CONDITIONS**
NOT TO SCALE




**ODOM BLVD AND WOODLAND DR**
**PROPOSED CONDITIONS**
NOT TO SCALE

The second recommendation is to add a HAWK signal further east of Woodland. The purpose of HAWK signals is to provide a midblock crossing that acts as a traffic signal providing pedestrians and bicyclists safe passage across a busy corridor. While an RRFB signal is recommended less than a quarter mile to the east, this HAWK signal serves a different purpose in the network strategy. This allows bicyclists seeking to ride or run the entirety of the Odom Loop to safely cross Odom Boulevard where otherwise traffic conditions would be dangerous. The crossing area is at the top of a hill where drivers cannot see those on foot or bike. A HAWK signal will provide safe crossing for users looking to continue around Odom on the trail.



*Before: Odom Blvd.*


*After: Odom Blvd. with proposed HAWK signal and sidepath*

# 4.0 IMPLEMENTATION

PHASING PLAN

## Phase 4: Infill Shared-Street Connections

While every facility recommended for the Maumelle Active Transportation Plan holds some level of importance within the network, many in the fourth recommended phase of implementation are located on the outer reaches of the community, thereby playing a less integral role than other facility types. In fact, much of Phase 4 includes sharrows throughout neighborhoods directing users to bicycle lanes or trails. The neighborhoods around Hibiscus, Lily, and Chicot feature sharrows to connect to additional facility types recommended in previous phases. Audubon Drive is one of the remaining bicycle lanes proposed in the network, providing an important connection from Millwood Circle to neighborhoods off Montpellier. The northern trail connections from the Powerline Easement Trail north of Carnahan to Murphy and then connecting underneath Highway 100 to the Rolling Oaks Soccer Complex is also slated for Phase 4 due to the expected difficulty in acquiring right of way. Finally, the Highway 365 sidepath is slated for Phase 4, in addition to bike lanes on Frontier Drive as part of the North Maumelle Small Area Plan.

## Phase 4 Recommended Projects:

**Separated Facilities**

- Highway 365 Sidepath
- Lift Station Easement Trail
- Murphy Drive Sidepath
- Powerline Easement Trail
- Robinson Road Sidepath
- Rolling Oaks Trail

**On-Street Facilities**

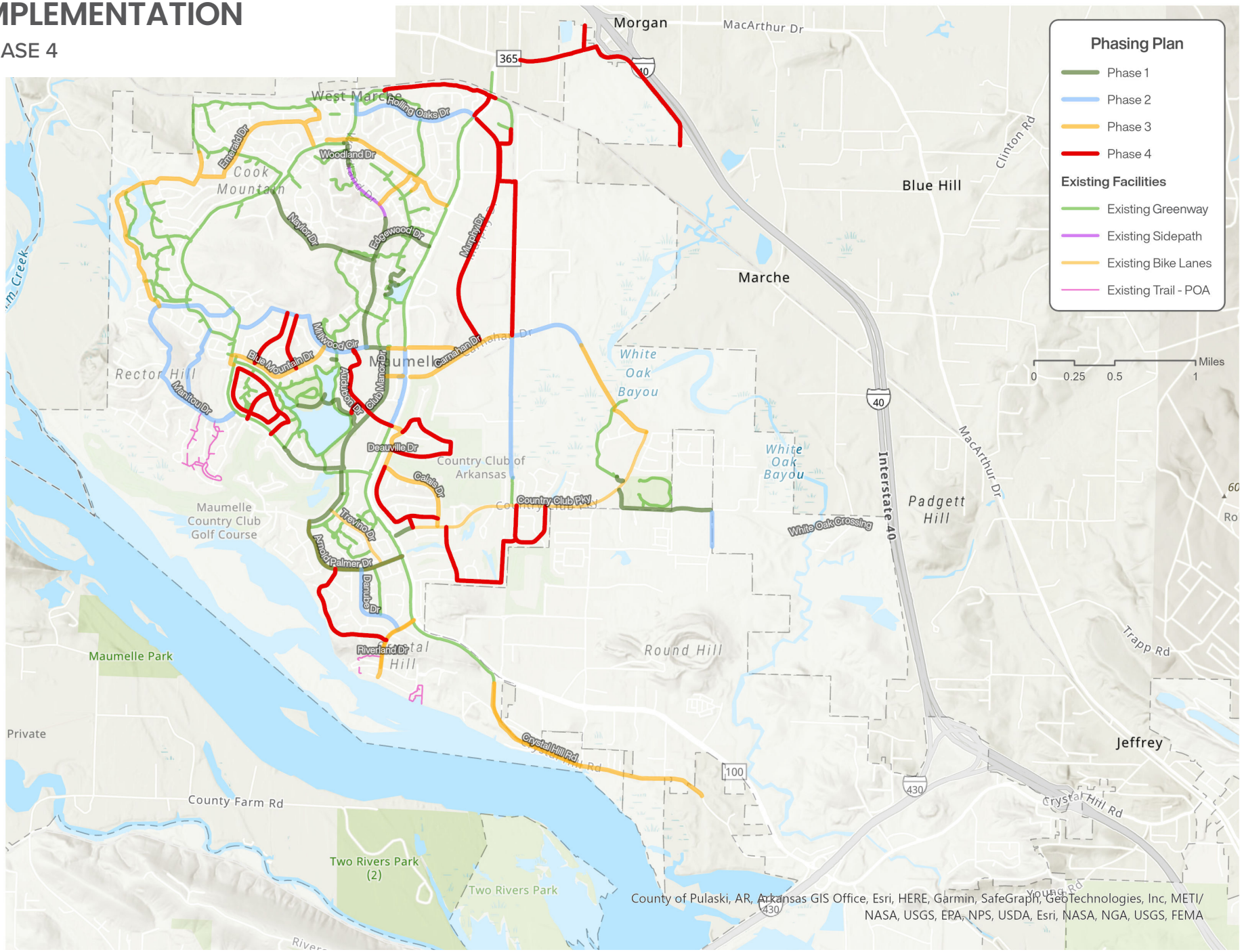
- Audubon Drive Bike Lanes
- Audubon Drive Buffered Bike Lanes
- Frontier Drive Bike Lanes
- Long Fisher Road Bike Lanes

**Shared-Street Facilities**

- Auriel Circle Sharrows
- Chicot Drive Sharrows
- Deauville Drive Sharrows
- Ducane Way Sharrows
- Fontainbleau Drive Sharrows
- Fontenay Drive Sharrows
- Hibiscus Drive Sharrows
- Lily Drive Sharrows
- Margeaux Drive Sharrows
- Marseille Drive Sharrows
- Murphy Drive Signed Route
- Norfork Drive Sharrows
- Orchid Drive Sharrows
- Orleans Drive Sharrows
- Ozark Drive Sharrows
- Saint James Drive Sharrows
- Waterside Drive Sharrows

# IMPLEMENTATION

## PHASE 4



# 4.0 IMPLEMENTATION

PHASING PLAN

## Long Range Phase: Future Connections

These facilities have been determined as important future connections on the outer areas of the community serving regional purposes or otherwise reside with expected master street plan construction. The Settlement Connection will connect from Lake Valley to the anticipated Settlement Drive sidepath. The Hillview Trail, which may or may not become a sidepath alongside a master street plan alignment to connect a future Millwood alignment and Odom is also not an immediate priority, as it is dependent on the completion of the Millwood Circle Road. White Oak Crossing, outside of Maumelle's jurisdiction, switches from the north side of the road to the south, connecting to a potentially scenic trail alignment that will tie into the Regional Greenway near Corporate Drive. This will allow users a more direct route to the east side of Maumelle when traveling north on the Regional Greenway. A sidepath is included for long-range development on Vestal Boulevard connecting off White Oak Crossing as well.

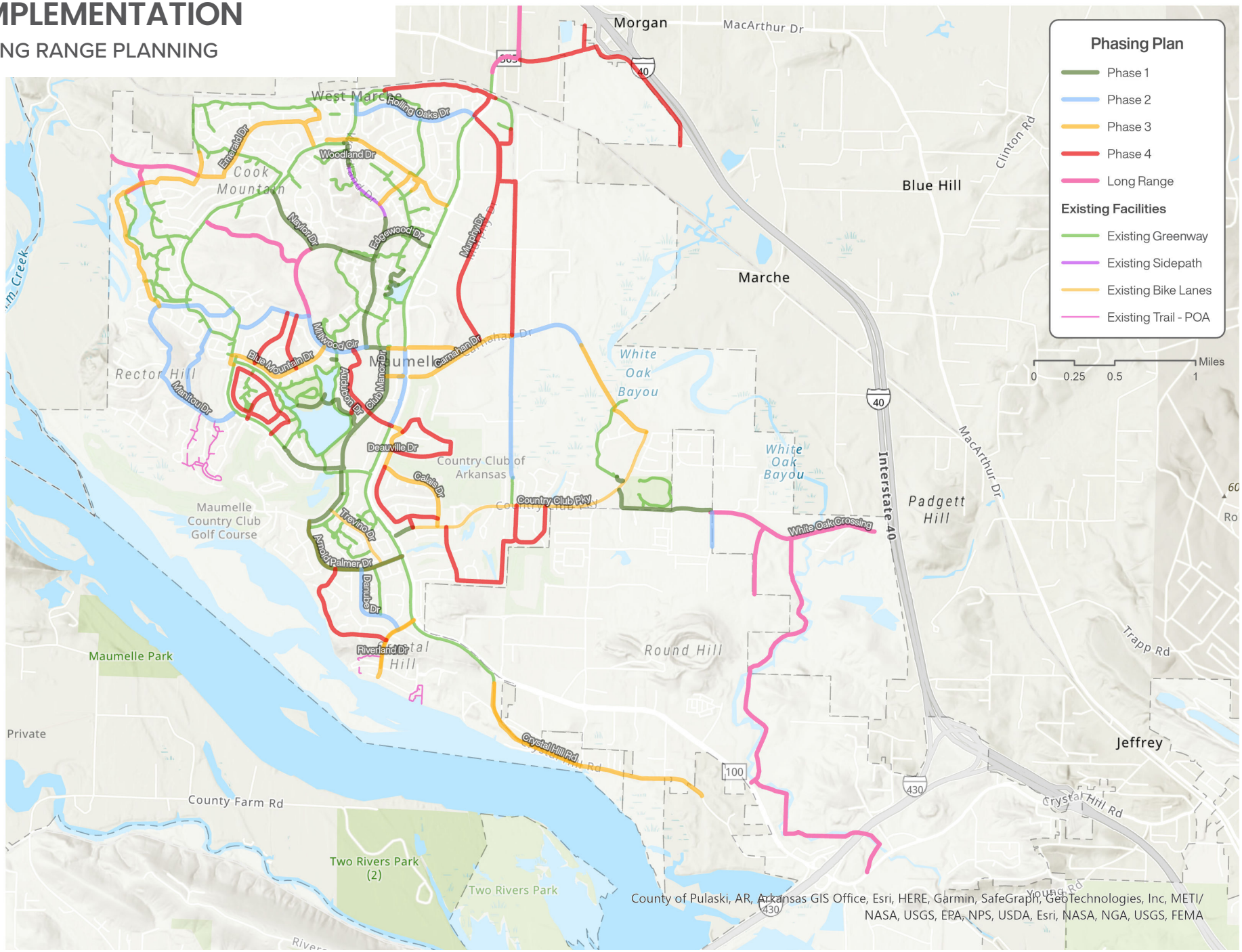
## Long Range Recommended Projects:

**Separated Facilities**

- Future Millwood Circle Sidepath
- Future North Maumelle Regional Trail
- Future Settlement Connection
- Hillview Trail
- River Trail Connection
- Vestal Boulevard Sidepath
- White Oak Bayou Trail
- White Oak Crossing (outside city limits)

# IMPLEMENTATION

## LONG RANGE PLANNING



# 4.0 IMPLEMENTATION

## IMPLEMENTATION STRATEGIES

### Establish an Ongoing Development Process

Successfully implementing the Active Transportation Plan requires collaboration, leveraging insights from the existing steering committee members and local stakeholders to amplify the momentum generated by the active transportation plan. Additionally, a continuous infusion of fresh advocates spanning all generations will invigorate ongoing efforts. Establishing an official city active transportation committee may accomplish just this: allowing members with expertise and passion for active mobility around Maumelle to work alongside the City to attain the plan goals. The committee serves as representatives of the community, documenting existing pressing problems such as damaged trails or drainage issues, reviewing plans for new active transportation infrastructure, and coordinating public events to build up a culture of bicycling and walking. Transparency and accountability are emphasized, with updates provided to the City on the progress of volunteer initiatives the City may not have the capacity to undertake. From introducing school-related “bike buses” and organizing trail cleanup projects to facilitating community events and exciting bike rides, the comprehensive approach aims to realize the plan’s central goals, positioning Maumelle as a role model for active transportation in central Arkansas.

Additionally, at a later date, the City may wish to follow other communities with similar walkability and bikeability goals and hire an active transportation staff member to coordinate future projects and efforts.

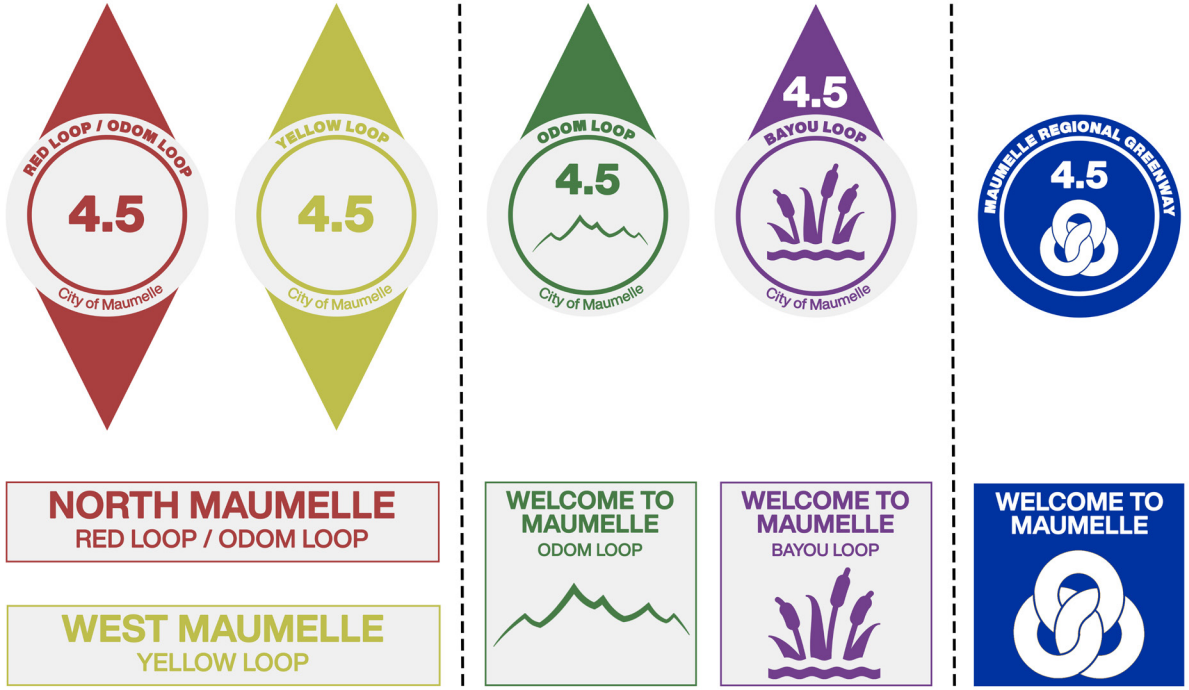
### Upgrade Existing Trails

Elevating Maumelle's active transportation infrastructure entails a comprehensive approach to upgrading existing trails, ensuring they remain inviting and accessible for all residents. This strategy focuses on several key recommendations. Repairing root damage is a critical first step, restoring the integrity of the trails and safeguarding them from further deterioration. To address drainage concerns, a systematic assessment and mitigation plan is proposed, safeguarding against erosion and water buildup that can compromise long-term trail quality. Regular debris and leaf removal maintain the trails' cleanliness, making the paths safe and aesthetically pleasing. The plan also recommends upgrading select areas from asphalt to concrete, particularly in areas prone to drainage, washout, or erosion, to guarantee longevity and stability. Designated community loops are set to undergo transformation, with widened paths, softened turns, and improved visibility to heighten user comfort and safety. These measures amalgamate to create an environment where existing trails are not just revitalized but transformed into resilient and user-centric conduits, underscoring the commitment to a vibrant and thriving active transportation network. For example, the trail around the baseball diamonds at the end of Country Club are only 5' wide and should be upgraded to 12' when feasible to accommodate greater levels of foot and bike traffic, as it will connect across White Oak Bayou to Carnahan in the future.

### Implement System-wide Wayfinding: Community Loops

To solve ongoing public safety issues, the plan recommends local leadership consider strategic integration of wayfinding signage to amplify user experience while traversing the City's trails and bike facilities. Residents responded through the plan development process describing instances where a friend or neighbor had injured themselves while recreating on the trails and were unable to determine where exactly they were on the trail.

Central to this approach is the concept of "branding" five prominent routes throughout the community. Each of these routes is carefully designed to cater to different preferences and destinations, creating a diverse range of options for residents and visitors to experience. The first of which, the **Regional Route**, forms the backbone of the network, eventually connecting Maumelle to North Little Rock and Little Rock to the south, and Conway to the North. The **Off Street Loop** offers a scenic escape, allowing users to immerse themselves in the natural beauty of the City. The **Odom Loop**, aligned along Odom Boulevard, offers a direct route around Odom Boulevard to its various adjacent neighborhoods. The **Maumelle Bike Boulevard** carves through neighborhoods, fostering a sense of community connection. Lastly, the **Eastern Loop**, situated on the east side of Highway 100 will open opportunities for exploration and adventure around White Oak Bayou. To seamlessly guide users along these pathways, a consistent sign design standard is paramount. The signage should embody a cohesive aesthetic, utilizing clear typography, vibrant yet harmonious colors, and recognizable symbols that denote each route and reflect the character of the community. Prominently displaying directional cues via signage and creative paint or thermoplastic applied to the trails themselves, distances to key destinations, and landmarks along the way will empower users to navigate with confidence. This harmonious blend of thoughtful route branding and well-crafted sign design ensures that Maumelle's active transportation plan not only promotes physical well-being but also fosters a stronger sense of place and community identity.




*Maumelle wayfinding options*

### Increase Connectivity to Destinations

Strengthening connectivity to key destinations is imperative to fostering a more accessible and integrated urban environment. A pivotal facet of this recommendation involves the systematic phasing of projects, ensuring they begin and end at logical termini that seamlessly link essential destinations. By doing so, the plan optimizes the overall flow and functionality of the active transportation network. Trails designated as a community loop should be widened, enabling a more accommodating and inclusive experience for pedestrians and cyclists alike. This expansion not only enhances user comfort but also increases safety and promotes the utilization of these pathways as vibrant communal spaces. Furthermore, the regional trail should be upgraded to appropriate standards, as indicated in the Central Arkansas Regional Greenways Plan. This not only ensures a higher level of accessibility but also solidifies Maumelle's position as a forward-thinking city in the realm of active transportation.

*Upper right: a sidepath in downtown Rogers, AR.*

*Lower right: Eighth Street Market in Bentonville, AR.*

# 4.0 IMPLEMENTATION

IMPLEMENTATION STRATEGIES

## Promote Bicycle & Pedestrian Culture

Creating a community with a strong bicycle and pedestrian culture revolves around cultivating a sense of community engagement and empowerment. This multifaceted approach encompasses various initiatives aimed at instilling a love for active transportation among residents. First and foremost, the organization of **bike to school** and **walk to school days** offers a platform for students and families to embrace healthier commuting alternatives while fostering a stronger connection with their surroundings. Establishing **bike buses** led by volunteer parents not only ensures safe journeys but also builds a supportive network that encourages sustainable travel choices. Collaborative **partnerships with local schools** further enhance this strategy, with initiatives such as learning to bike events promoting essential skills and instilling confidence in eager young riders. Coordinating culture with motorists is an important aspect to consider as well. Safety and harmony on the roads are championed through comprehensive **programs that educate** both motorists and bicyclists about proper etiquette, laying the foundation for coexistence of both modes of transportation and minimizing conflicts. To bolster community cohesion, **regular group bike rides** offer opportunities for social interaction and exploration of the City's pathways. Ending at a destination with local food and beverages is a great way to entice families of all ages to attend. **Volunteer trail cleanup** events showcase a collective commitment to maintaining the integrity of the infrastructure while nurturing a sense of ownership among residents. Advocates planning and **executing festivals centered around biking or running races or walk-a-thons** will help cultivates a dynamic and interconnected community deeply rooted in healthy living and mutual respect.

*Source: Razorback Greenway Facebook page*

### Enhance Public & User Safety

To prioritize public safety in Maumelle, it is crucial that trail facilities align with recognized national standards such as AASHTO and NACTO. This approach ensures that trail infrastructure meets the highest safety benchmarks, facilitating a secure and accessible environment for all users. The plan underscores the importance of integrating emergency vehicle access points where feasible, enhancing the City's responsiveness in the event of injuries and crime. As an added measure, the introduction of amenities like lighting along regional and local routes contributes to a heightened sense of safety, particularly during evening and early morning hours. Those who may rely on active transportation methods getting off work in the evening rely on lighting to safely make their way home. Incorporating cameras at trailheads and strategic points along routes serves as a deterrent and a tool for monitoring public spaces, because trails are public spaces for all. The plan also recommends establishing a bike police training program, a cost-effective solution to enable police access along trails promptly in case of incidents. Mile marker posts are proposed along all separated trails along with identification of the corresponding community loop to aid trail users in precisely identifying their locations, expediting assistance when needed. Implementing trail speed limits sets a clear standard for responsible trail usage among trail users. Some Phase 4 projects such as the Rolling Oaks Trail connecting the soccer complex underneath Highway 100 are more remote and isolated and should be considered for all recommendations.

*Above: HAWK signal in North Little Rock.*

*Above: bicycle patrol officers*

## Utilize the Network to Reinforce Placemaking

Embracing the transformative power of placemaking, the Active Transportation Plan is poised to reshape the City's public spaces into vibrant, community-driven havens. This strategy is centered on harnessing the collective imagination and assets of trail users and all community members to craft spaces that resonate with their needs and aspirations. To this end, trailheads are envisioned as welcoming gateways, offering not just parking but also engaging amenities such as bicycle repair stations, fostering a culture of self-sufficiency and support. The infusion of essentials like water stations and strategically placed shade trees and shade sails nurtures comfort and respite, encouraging longer stays and more frequent interactions among residents. Seating arrangements invite moments of connection, reflection, and interaction, contributing to the formation of a stronger community fabric. Thoughtfully positioned restrooms provide convenience and inclusivity, ensuring that everyone can enjoy the trails to their fullest. Through community events and public art installations, the plan aspires to create trailside parks that are dynamic extensions of the City's identity, woven with the stories and talents of its residents. This approach not only enhances the functionality of the active transportation network, but also crafts an immersive experience that fosters a sense of place and belonging, while presenting a unique "brand" to visitors.

Existing trailside amenities have also deteriorated. Wooden shelters along many of the trails (3 were documented, although more may exist) have fallen into disrepair, although their style is inviting and may be repaired without incurring too much extra cost. Likewise, many wooden benches were documented along trails in even the most hidden locations (such as the steep trail connecting Stoneledge Drive and Woodland Drive). Most of these benches, with the exception of the new metal ones installed around Lake Willastein, are buckling and splintering and should be replaced. The City may want to explore site furnishing that is constructed of more weather-resistant materials such as powder coated metal or stainless steel.

Maumelle already has pocket parks designated along trails. With additional planning and programming they are wonderful opportunities for rest, shade, water, restrooms, and play space for younger riders or walkers. Basketball courts, open fields, creative climbable sculptures, playgrounds, and swings dot along Maumelle's trail network. Most of these areas also featured somewhat overgrown grass that make the areas unappealing. These areas should be reexamined as city leadership considers utilizing the active transportation network for strategic placemaking, or creating new mini destinations that are fun for residents to revisit and for newcomers to discover.

*Ricardo Lara Linear Park*
*Lynwood, CA*

### Capitalize on Economic Development Opportunities

Implementing the active transportation plan is not only a pathway to healthier lifestyles but also a gateway to economic development opportunities. At its core, this strategy capitalizes on the relationship between community trails and economic growth: what furthers quality of life improves economic development potential. By building the regional greenway along Club Manor Drive, the plan taps into the potential of retail access and everyday shopping at the future town center, catalyzing commercial activity and encouraging local businesses to flourish. The vision extends just up the road to Gateway Park on Millwood Circle, which is located on the greenway and positioned to become a focal point for recreation, relaxation, and social interaction, thereby bolstering its attractiveness to both residents and visitors.

Additionally, Edgewood is a corridor that could support a walkable and bike-able town center, integrating the charter school, library, multi-family living options, and municipal services around Lake Valencia to strengthen what is already a thriving neighborhood. Expanding to the east side of Maumelle, the future trails around White Oak Bayou could boost Maumelle's tourism economy, enticing travelers to explore its natural scenery. Adding a trailside bike park injects excitement and adventure into the landscape, catering to diverse recreational interests. Forward-looking measures, such as provisions in the development code for trail-oriented construction, usher in mixed-use and dense developments that blur the line between living, working, and playing.

The City could also include incentives or promote/target bike-friendly businesses near or on the Greenway or future primary routes. This effort will not only encourage residents to walk/bike, but it will also generate economic development opportunities that will increase the retail tax base while also encouraging an active lifestyle.


*Upper right: Frisco Plaza in Rogers, AR.*

*Lower right: trailside development along a sidepath in Rogers, AR.*

### Maintain the Network

Sustaining the integrity of Maumelle's active transportation network is means ensuring its longevity and usability. This strategy places a strong emphasis on ongoing maintenance to preserve the quality of the network. Street sweeping and regular cleaning are recommended for on-street facilities, maintaining a safe and welcoming environment for cyclists and pedestrians and ensuring repeated use. Issues left unresolved will indicate a lack of care for facilities, and less likelihood of repeat users. Addressing drainage issues along roads with on-street facilities is pivotal, preventing water-related damage and enhancing overall user experience. The establishment of a comprehensive pavement management program for both trails and roads is recommended, facilitating proactive repairs and upgrades that keep the surfaces smooth and hazard-free. Pruning and clearing overhead limbs along trails to an 8' clearance not only ensures user safety but also contributes to the aesthetics and functionality of the network. By consistently tending to these aspects, the active transportation plan underscores its commitment to a well-maintained and vibrant infrastructure.

### Expand Mobility Options

Technology has progressed dramatically in the last decade, paving the way for Bird, Lime, and Spin, companies specializing in bicycles and scooters for rent for a low cost. While this is a long term consideration, fostering diverse and emerging mobility options is a key consideration for for meeting future residents' transportation needs. Establishing an e-bike and e-scooter hubs located at key destinations like schools, grocery stores, and neighborhood parks, has successfully provided convenient and logical travel choices in peer communities around the country, including assisting with steep terrain, a commonly-cited barrier to entry for active transportation. However, the need for responsible usage is still required. This may be addressed by implementing related city ordinances and geofencing to ensure that e-bike and e-scooter activities align with community values and prevent vandalism or disturbances in residential areas. The concept of geofencing, where e-bikes and scooters are confined to specific community-designated zones, strikes a balance between accessibility and regulation. To facilitate the efficacy of the program, a meticulous system of metrics will be implemented, tracking usage patterns, adoption rates, and user satisfaction. These metrics will serve as the compass guiding the program's evolution, allowing for continuous refinement to match evolving mobility demands.


*Source: NPR*


*Source: Crafton Tull*

*Source: QNS*

# 4.0 IMPLEMENTATION

## FUNDING OPPORTUNITIES

### Federal Opportunities

Most of the following federal funding sources are administered at the state or local level. Refer to informational sources listed after each for further information.

**US Department of Housing and Urban Development (HUD)**

**Community Development Block Grants (CDBG)**
Grants for community-based projects to benefit low- and moderate-income persons. Examples include commercial district streetscape improvements, sidewalk improvements, safe routes to school, and neighborhood-based bicycling and walking facilities that improve local transportation options or help revitalize neighborhoods.

*Source: Pedestrian & Bicycle Information Center*

CDBG funds are managed by the Arkansas Economic Development Commission. Larger cities (entitlement cities) receive their own funding and are not eligible for AEDC's program, while AEDC-administered CDBG funds are awarded to smaller local governments (non-entitlement cities and counties).

*Source: Arkansas Economic Development Commission, https://www.arkansasedc.com/community-resources/community-development-block-grant*

**US Department of Health and Human Services Centers for Disease Control and Prevention (CDC)**

**Community Transformation Grants (CTG)**
Awarded to state and local governments, tribes, and non-profits. Many are transportation related. The program's focus is on preventing chronic diseases and encouraging healthier living, including creating safer environments for walking and bicycling.
The Small Communities Program funds grants to neighborhoods, cities, and counties with fewer than 500,000 people.

*Source: Centers for Disease Control and Prevention*

**US Department of the Interior National Park Service (NPS)**

**Land and Water Conservation Fund (LWCF)**
Administered by the Arkansas Department of Parks and Tourism, Outdoor Recreation Grants Program.

Funds from LWCF 50:50 matching grants are administered by states to local governments for the purposes of protecting parks and recreation resources as well as for the acquisition and development of public outdoor recreation areas and facilities. LWCF funds make up part of ADPT's Outdoor Recreation Grants Program Matching Grant. Trails (nature, hiking, bicycling, horseback riding, exercising, etc.) are eligible development projects, as are support facilities such as roads, parking areas, walkways, restrooms, and utilities.

*Source: LWCF Coalition*

**US Department of Transportation Federal Transit Administration**

**Non-urbanized Area Formula Grant Program (Transit Grants for Rural and Small Urban Areas)**
"This program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Eighty percent of the statutory formula is based on the non-urbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on non-urbanized population according to the growing States formula factors. Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. The State must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

Eligibility: Areas with population of less than 50,000 (non-urbanized areas); rural areas; Tribal territories."

*Source: https://www.transportation.gov/livability/grants-programs*

**US Department of Transportation Federal Highway Administration: Transit, Highway, and Safety Funds**

US Department of Transportation Federal Highway Administration funds, depicted in the tables on pages 114-115, are administered by the Arkansas Department of Transportation and/or local MPOs. Visit FHWA's website at

*https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm*

and ARDOT's website at

*https://www.ardot.gov/divisions/program-management/program-funding/*

for additional information.

## Local Funding Sources

**Bond Referendums**
Many cities use general obligation bonds to pay for their capital improvements. These are approved by a vote of citizens within the municipality.

**Sales Tax**
Local sales taxes are used by both counties and municipalities to generate additional revenue, to be used as specified by the taxing agency when the tax is put to vote. These taxes are commonly used to fund infrastructure, recreation, police and fire protection, health care facilities, and colleges.

*Source: Sales Tax for Economic Development in Arkansas*

**General Fund/Capital Improvement Programs**
The appropriation of funds by a municipality to its annual Capital Improvements Program (CIP) to fund infrastructure development and maintenance projects. Pedestrian and bicycle infrastructure can be constructed and maintained annually via municipal CIPs.

**Impact Fees**
Impact fees are a charge on new development to pay for the construction or expansion of streets, parks, trails, water and wastewater facilities necessitated by and benefiting new growth.

**Advertising and Promotions Tax**
The A&P tax is a municipal sales and use tax which is overseen by an Advertising and Promotion Commission, these funds can be used for several types of projects to promote tourism within a municipality, including the following items related to recreational facilities: "...the construction, reconstruction, repair, maintenance, improvement, equipping, and operation of public recreation facilities in the city or the county where the city is located if the city owns an interest in the center or facility, including, but not limited to, facilities constituting city parks..."

*Source: Arkansas Act 726; Arkansas Code SS 26-75-606.*

## Other Opportunities

**The PeopleForBikes Community Grant Program**
The grant program "provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives."

*Source: PeopleForBikes*

**The Walmart Foundation Community Grant Program**
The Walmart Foundation awards grants from $250 to $2,500 and are awarded through each Walmart and Sam's Club store, and must fall within one of the foundation's focus areas: Hunger Relief & Healthy Eating, Sustainability, Women's Economic Empowerment or Career Opportunity.

**Robert Wood Johnson Foundation**
The Robert Wood Johnson Foundation "seeks to improve the health and health care of all Americans." The foundation "aims to fund innovative projects that can have measurable impact and can create meaningful, transformative change." Example project types include public education, technical assistance, communications activities, and more. The foundation does not grant money to capital projects.

*Source: Robert Wood Johnson Foundation*

**Private Funding**
Funding from corporations, foundations, or individuals whose goals align with the priorities of the community as related to physical health, recreation, and/or alternative modes of transportation may be secured. The amounts of these donations vary, based on the donor and the project purpose. These donations may be a one-time gift or an ongoing commitment.

**Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds**

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

| | **Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds**<br>**Key:** $ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **OST Programs** | | | | | | | **Federal Transit** | | | | **NHTSA** | | **Federal Highway Administration** | | | | | | | | | | | | | | |
| **Activity or Project Type** | RAISE | INFRA | RCP | SS4A | Thrive | RRIF | TIFIA | FTA | ATI | TOD | AoPP | 402 | 405 | BFP BIP BRR | CRP | CMAQ | HSIP | RHCP | NHPP | PROTECT | STBG | TA | RTP | SRTS | PLAN | NSBP | FLTTP | TTP | TTPSF |
| Access enhancements to public transportation (benches, bus pads) | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | ~$ | | | | $ | $ | | | $ | $ | $ | $ | | | | $ | $ | $ | |
| Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan | | | | $ | TA | | | | | $ | $ | | | | $ | | | | | | $ | $ | $ | | $ | | $ | $ | |
| Barrier removal for ADA compliance | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | ~$ | ~$ | | | $ | $ | | | | $ | $ | $ | $ | $ | $ | | $ | $ | $ | |
| Bicycle plans | | | ~$ | $ | | | | $ | | $ | $ | | | | $ | | | | | $ | $ | $ | | $ | $ | | $ | $ | $ |
| Bicycle helmets (project or training related) | | | | | | | | | | | | $ | | | | | | | | | $ | $SRTS | | $ | | | | $ | |
| Bicycle helmets (safety promotion) | | | | | | | | | | | | | | | | | | | | | $ | $SRTS | | $ | | | | $ | |
| Bicycle lanes on road | ~$ | ~$ | $ | $ | | ~$ | ~$ | $ | $ | | ~$ | | | | $ | $ | $ | $ | $ | $ | $ | $ | | $ | | | $ | $ | $ |
| Bicycle parking (see Bicycle Parking Solutions) | ~$ | ~$ | $ | $ | | ~$ | $ | $ | $ | | ~$ | | | | $ | $ | | | $ | | $ | $ | $ | $ | | $ | $ | $ | |
| Bike racks on transit | ~$ | | $ | ~$ | | | ~$ | $ | $ | | ~$ | | | | $ | $ | | | | | $ | $ | | | | | $ | $ | |
| Bicycle repair station (air pump, simple tools) | ~$ | | $ | ~$ | | ~$ | ~$ | $ | $ | | | | | | $ | | | | | | $ | $ | | | | | $ | $ | |
| Bicycle share (capital and equipment; not operations) | ~$ | ~$ | $ | ~$ | | ~$ | ~$ | $ | $ | | | | | | $ | $ | | | $ | | $ | $ | | | | | $ | $ | |
| Bicycle storage or service centers (example: at transit hubs) | ~$ | | $ | ~$ | | ~$ | $ | $ | $ | | | | | | $ | $ | | | | | $ | $ | | | | | $ | $ | |
| Bridges / overcrossings for pedestrians and/or bicyclists | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | | | | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | | | $ | $ | $ |
| Bus shelters and benches | $ | $ | $ | ~$ | | ~$ | ~$ | $ | $ | | | | | | $ | $ | | | $ | $ | $ | $ | | | | $ | $ | $ | |
| Coordinator positions (State or local) (limits on CMAQ and STBG) | | | | $ | | | | | | | $ | | | | | $ | | | | | $ | $SRTS | | $ | | | | $ | |
| Community Capacity Building (develop organizational skills/processes) | | | | $ | TA | | | | | $ | $ | | | | | | | | | | | | | | $ | | | $ | |
| Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit) | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | | | | | $ | ~$ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | $ | $ | $ |
| Curb ramps | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | | | | $ | $ | ~$ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | $ | $ | $ |
| Counting equipment | | $ | $ | $ | | | ~$ | $ | $ | | | | | | | | $ | | $ | | $ | $ | $ | $ | $ | | $ | $ | $ |
| Data collection and monitoring for pedestrians and/or bicyclists | $ | $ | $ | $ | | | ~$ | $ | $ | $ | $ | | | | $ | | $ | | $ | | $ | $ | $ | $ | $ | | $ | $ | $ |
| Emergency and evacuation routes for pedestrians and/or bicyclists | $ | $ | $ | ~$ | | | $ | $ | $ | ~$ | ~$ | | | | $ | | | | $ | $ | $ | $ | $ | $ | | | $ | $ | |
| Historic preservation (pedestrian and bicycle and transit facilities) | ~$ | | ~$ | ~$ | | ~$ | ~$ | $ | $ | | ~$ | | | | $ | | | | | | $ | $ | | | | $ | $ | $ | |
| Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project | ~$ | ~$ | ~$ | ~$ | | ~$ | ~$ | $ | $ | ~$ | ~$ | | | | $ | | | | ~$ | $ | $ | $ | | | | | $ | $ | |
| Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project) | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | ~$ | | | | $ | ~$ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | $ | $ | $ |
| Maps (for pedestrians and/or bicyclists) | | | | $ | | | | $ | $ | $ | ~$ | | | | $ | $ | | | | | $ | $ | | $ | $ | $ | | $ | |
| Micromobility projects (including scooter share) | $ | | $ | ~$ | | ~$ | ~$ | | | | ~$ | | | | $ | $ | | | | | $ | $ | | | | | $ | $ | |
| Paved shoulders for pedestrian and/or bicyclist use | $ | ~$ | $ | $ | | ~$ | ~$ | | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | | $ | $ | $ | $ |
| Pedestrian plans | $ | ~$ | ~$ | $ | | | | $ | | $ | $ | | | | $ | | | | | $ | $ | $ | | $ | $ | | $ | $ | $ | |
| Rail at-grade crossings | $ | $ | $ | ~$ | | $ | $ | $ | $ | | | | | | $ | | $ | $ | $ | $ | $ | $ | $ | $ | | | $ | $ | $ |
| Recreational trails | $ | | $ | ~$ | | | ~$ | | | | | | | | | | | | | $ | $ | $ | $ | | | $ | $ | $ | |
| Resilience Improvements for pedestrians and bicyclists | $ | $ | $ | ~$ | | ~$ | ~$ | | | $ | ~$ | | | ~$ | ~$ | ~$ | | | $ | $ | $ | $ | $ | $ | | $ | $ | $ | |
| Road Diets (pedestrian and bicycle portions) | $ | $ | $ | $ | | ~$ | $ | | | | | | | | $ | $ | $ | | $ | $ | $ | $ | | $ | | | $ | $ | $ |

**Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds**

**Key:** $ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project.

| | OST Programs | | | | | | | Federal Transit | | | | NHTSA | | Federal Highway Administration | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Activity or Project Type** | RAISE | INFRA | RCP | SS4A | Thrive | RRIF | TIFIA | FTA | ATI | TOD | AoPP | 402 | 405 | BFP BIP BRR | CRP | CMAQ | HSIP | RHCP | NHPP | PROTECT | STBG | TA | RTP | SRTS | PLAN | NSBP | FLTTP | TTP | TTPSF |
| Road Safety Assessment for pedestrians and bicyclists | | | $ | $ | TA | | ~$ | | | | ~$ | | | | | | $ | $ | | | $ | $ | | | $ | | $ | $ | $ |
| Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws | | | | $ | | | | | | | ~$ | $ | $ | | | | $ | | | | $SRTS | $SRTS | | $ | $ | | | $ | |
| Safety education positions | | | | $ | | | | | | | ~$ | $ | | | | | | | | | $SRTS | $SRTS | | $ | | | | $ | |
| Safety enforcement (including police patrols) | | | | $ | | | | | | | | $ | $ | | | | $ | | | | $SRTS | $SRTS | | $ | | | | $ | |
| Safety program technical assessment (for peds/bicyclists) | | | $ | ~$ | TA | | | | | | ~$ | $ | | | | | $ | | | | $SRTS | $SRTS | | $ | $ | | $ | $ | |
| Separated bicycle lanes | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | ~$ | | | $ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | | $ | $ | $ | $ |
| Shared use paths / transportation trails | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | ~$ | | | | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | $ | $ | $ |
| Sidewalks (new or retrofit) | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | ~$ | ~$ | | | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | $ | $ | $ |
| Signs, signals, signal improvements (incl accessible pedestrian signals) see note | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | ~$ | ~$ | | | | $ | $ | $ | $ | $ | $ | $ | $ | | $ | | $ | $ | $ | $ |
| Signing for pedestrian or bicycle routes | $ | $ | $ | $ | | ~$ | ~$ | $ | $ | | ~$ | | | | $ | $ | $ | | $ | $ | $ | $ | | $ | | $ | $ | $ | $ |
| Spot improvement programs (for pedestrian and bicycle facilities) | $ | $ | | $ | | ~$ | ~$ | $ | | | ~$ | | | | $ | | $ | $ | $ | | $ | $ | $ | $ | | | $ | $ | $ |
| Stormwater impacts related to pedestrian and bicycle project impacts | $ | $ | $ | ~$ | | ~$ | ~$ | $ | $ | | | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | | | $ | $ | $ |
| Traffic calming | $ | $ | $ | $ | | ~$ | ~$ | $ | | | | | | | $ | | $ | | $ | $ | $ | $ | | $ | | | $ | $ | $ |
| Trail bridges | $ | $ | $ | ~$ | | ~$ | $ | | | | | | | | $ | ~$ | $ | $ | $ | $ | $ | $ | $ | $ | | | $ | $ | $ |
| Trail construction and maintenance equipment | | | | ~$ | | ~$ | ~$ | | | | | | | | $ | | | | | | $ | $ | $ | | | | ~$ | ~$ | ~$ |
| Trail/highway crossings and intersections | $ | $ | $ | $ | | ~$ | ~$ | | | | | | | $ | $ | ~$ | $ | $ | $ | $ | $ | $ | $ | $ | | $ | $ | $ | $ |
| Trailside/trailhead facilities (restrooms, water, not general park amenities) | ~$ | | | | | ~$ | ~$ | | | | | | | | ~$ | | | | | | $ | $ | $ | | | $ | $ | $ | |
| Training | | | | $ | TA | | | | | | ~$ | $ | | | | $ | $ | | | | $ | $ | $ | $ | $ | | | $ | |
| Training for law enforcement on ped/bicyclist safety laws | | | | ~$ | | | | | | | | $ | $ | | | ~$ | $ | | | | $SRTS | $SRTS | | $ | | | | $ | |
| Tunnels / underpasses for pedestrians and/or bicyclists | $ | $ | $ | $ | | $ | $ | $ | $ | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | | | $ | $ | $ |
| Vulnerable Road User Safety Assessment | | | $ | $ | TA | | | | | | | | | | | | $ | | | | $ | $ | | $ | $ | | | $ | $ |

**Abbreviations**

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
RCP: Reconnecting Communities Pilot Program
SS4A: Safe Streets and Roads for All
Thrive: Thriving Communities Initiative (TA: Technical Assistance)
RRIF: Railroad Rehabilitation and Improvement Financing (loans)
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
TOD: Transit-Oriented Development
AoPP: Areas of Persistent Poverty Program
NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
NHTSA 405: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program
CRP: Carbon Reduction Program
CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
RHCP: Railway-Highway Crossings (Section 130) Program
NHPP: National Highway Performance Program
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
STBG: Surface Transportation Block Grant Program
TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program (and related activities)
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NSBP: National Scenic Byways Program
FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program.
TTP: Tribal Transportation Program
TTPSF: Tribal Transportation Program Safety Fund

**Cross-cutting notes**

This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider Complete Streets and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. In these instances, the Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA Bicycle and Pedestrian Planning, Program, and Project Development (Guidance)
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under STBG and the TA Set-Aside, therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using STBG or TA Set-Aside funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See Accessible Pedestrian Signals. See also Proven Safety Countermeasures, such as Crosswalk Visibility Enhancements, Leading Pedestrian Interval signals, Pedestrian Hybrid Beacons, and Rectangular Rapid Flashing Beacons.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- FHWA's Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America.
- FHWA Links to Technical Assistance and Local Support.

**Program-specific notes**

Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

- RAISE (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- INFRA (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- RCP (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See RCP Program Notice of Funding Opportunity for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- SS4A (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- Thrive (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.
- RRIF (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of "economic development" projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- TIFIA (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is $10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.
- FTA / ATI (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See Bicycles and Transit, Flex Funding for Transit Access, the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law, and FTA Program & Bicycle Related Funding Opportunities.
  - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
  - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
- FTA TOD: Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.
- FTA AoPP (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- NHTSA 402 (23 U.S.C. 402): Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details.
- NHTSA 405 (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details. The Bipartisan Infrastructure Law expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- BFP, (IIJA, Div. J, title VIII, para. (1)), BIP (23 U.S.C. 124), BRR (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- CRP (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- CMAQ (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- HSIP (23 U.S.C. 148): Projects must be consistent with a State's Strategic Highway Safety Plan and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- RHCP (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- NHPP (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- PROTECT (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- STBG (23 U.S.C. 133) and TA Set-Aside (23 U.S.C. 133(h)): Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- RTP (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- SRTS (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- PLAN (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- NSBP (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- FLTTP (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Federal Lands Planning Program) and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program.
  - Federal Lands Transportation Program (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - Federal Lands Access Program (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- TTP (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- TTPSF (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian tribes through a competitive, discretionary program to plan and implement transportation safety projects.

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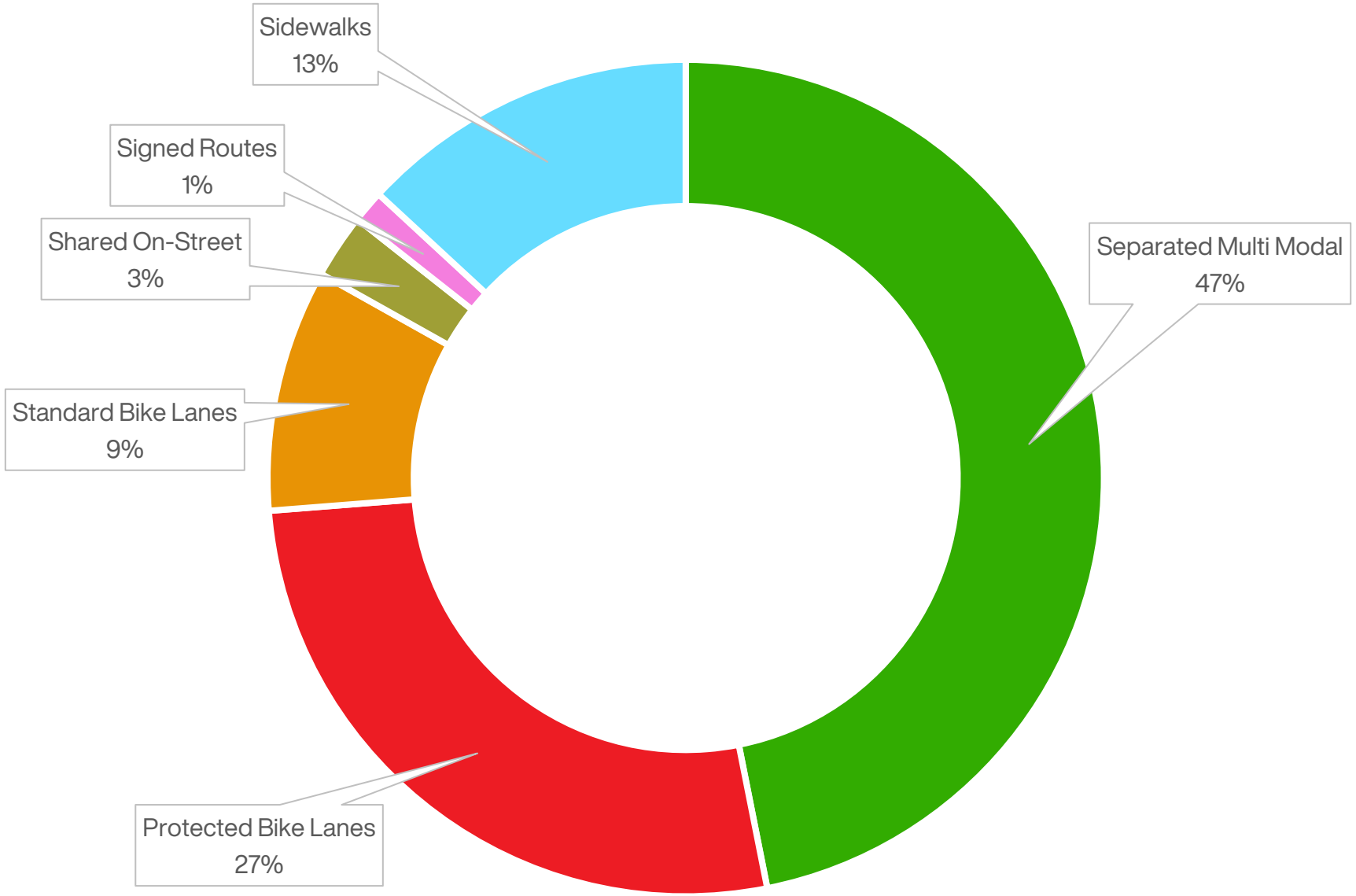
# APPENDIX A

## PUBLIC SURVEY RESULTS

# APPENDIX A

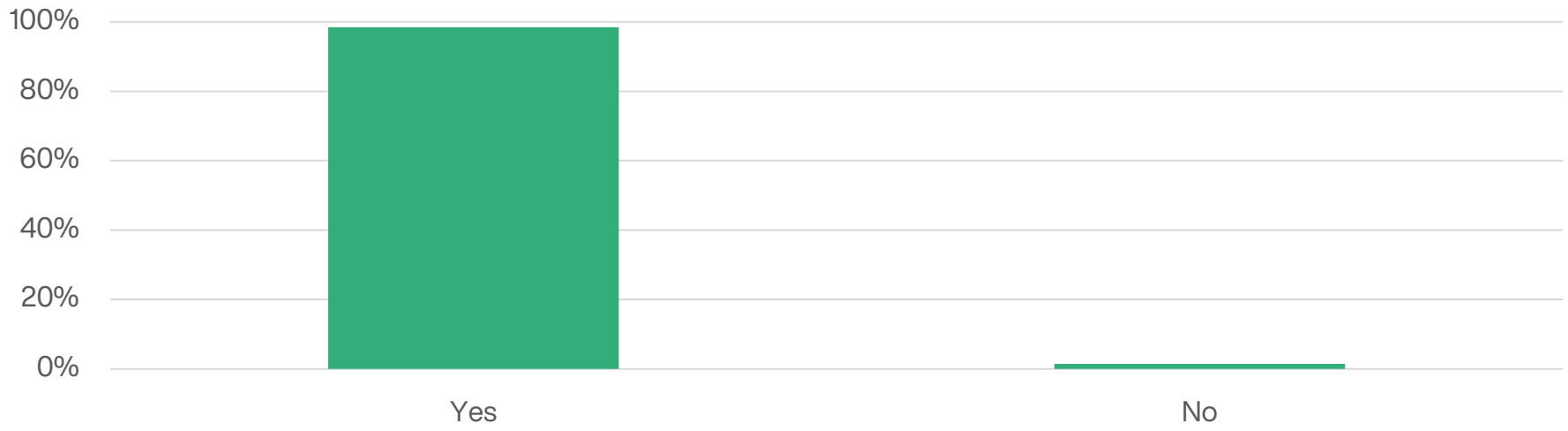
## FACILITY PREFERENCES SURVEY RESPONSES

**Public Meeting 2 Voting Exercise: Facility Preferences**

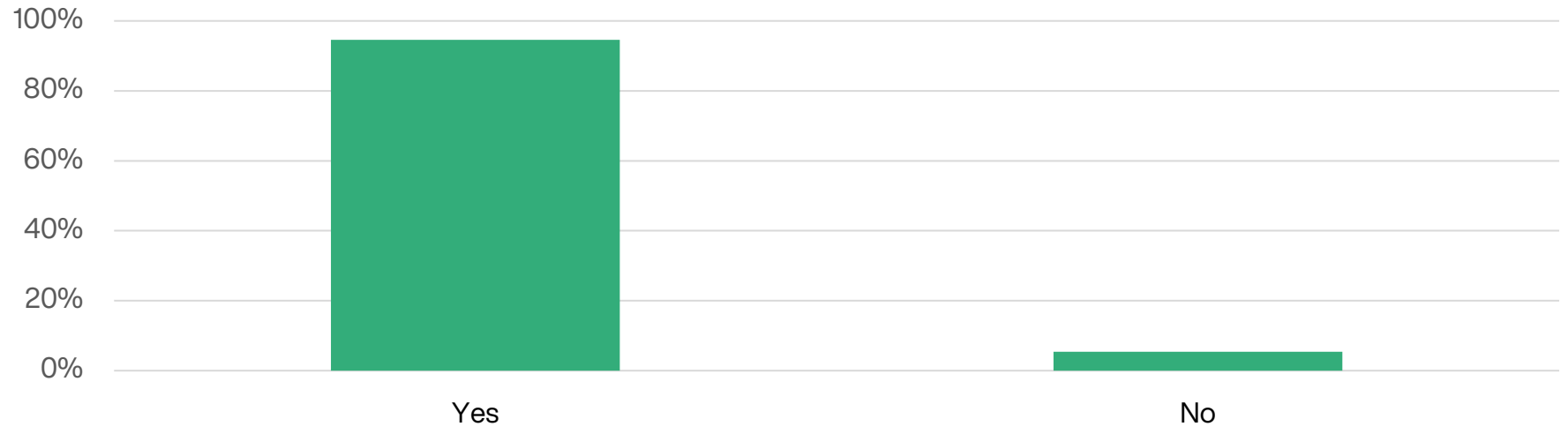


**Q1: Do you live or work in Pulaski County?**

Note: if you do not live in Pulaski County, this survey will end.



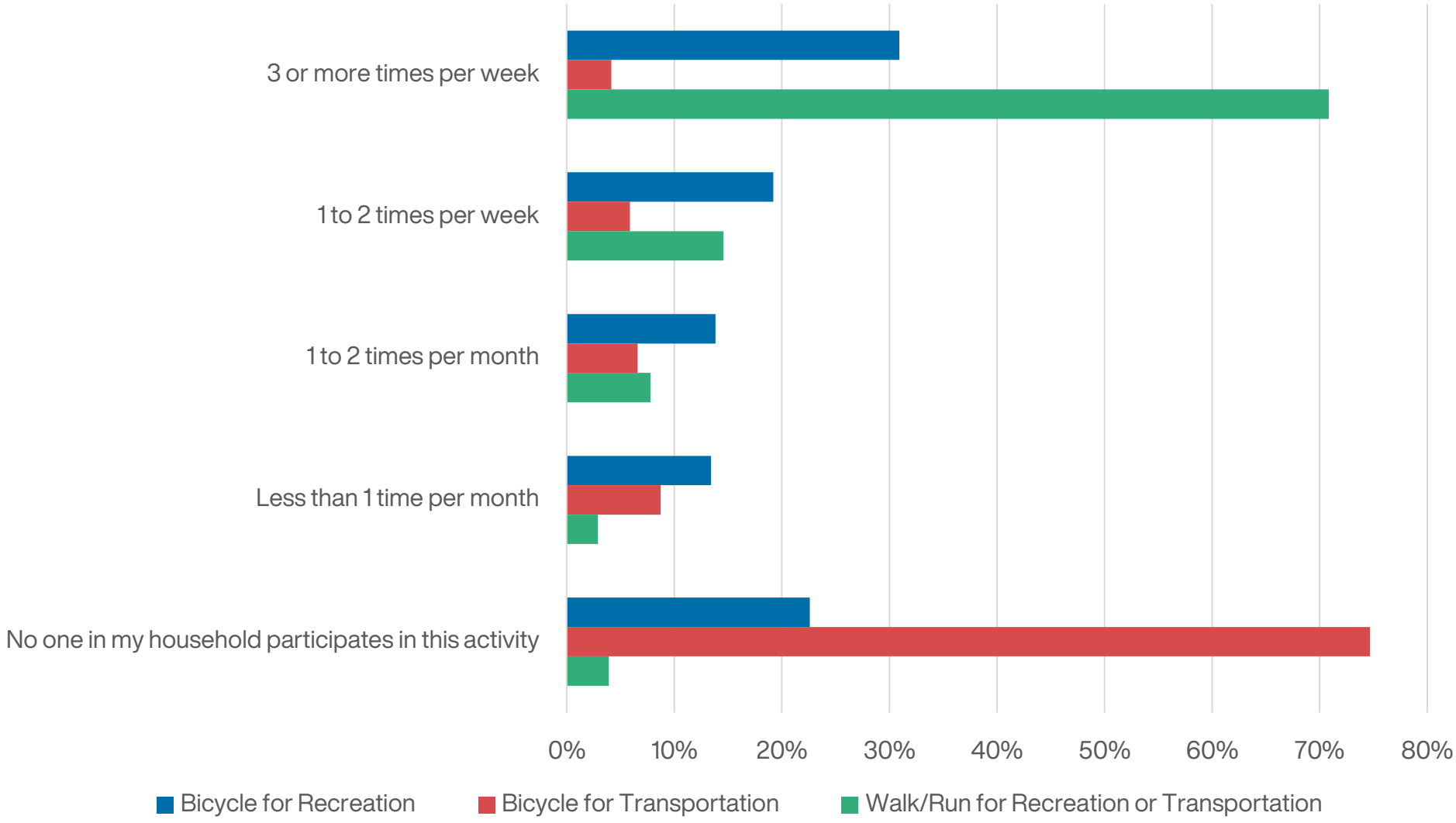

**Q2, Q3: Do you live or work in Maumelle?**



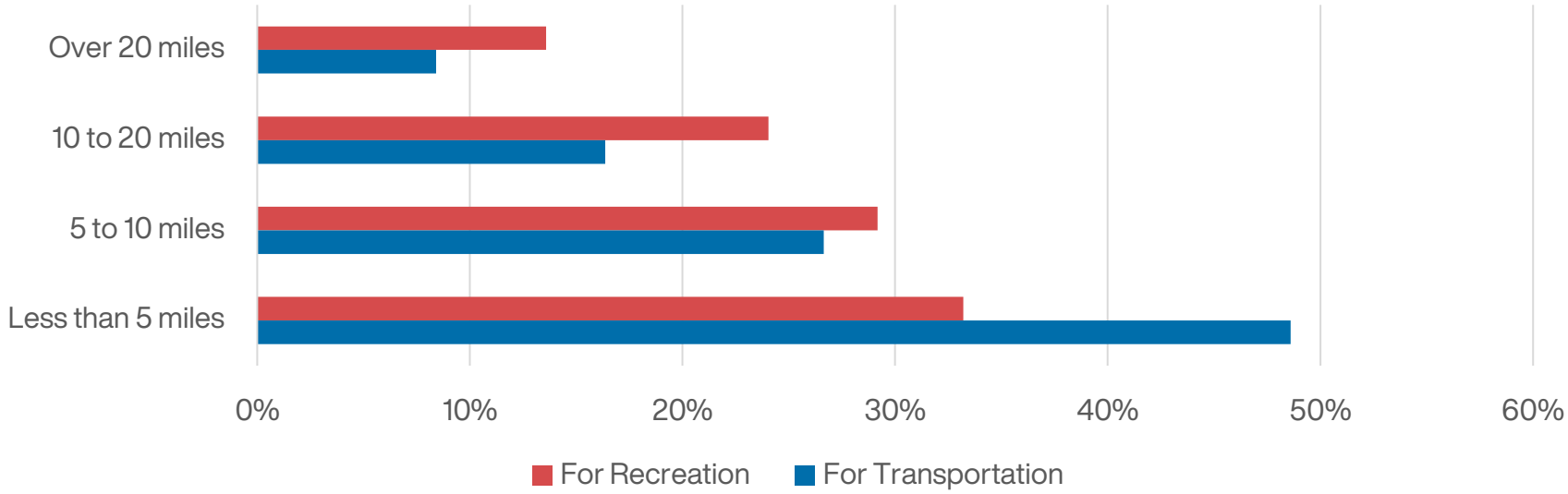
# APPENDIX A

COMMUNITY VISIONING SURVEY RESPONSES

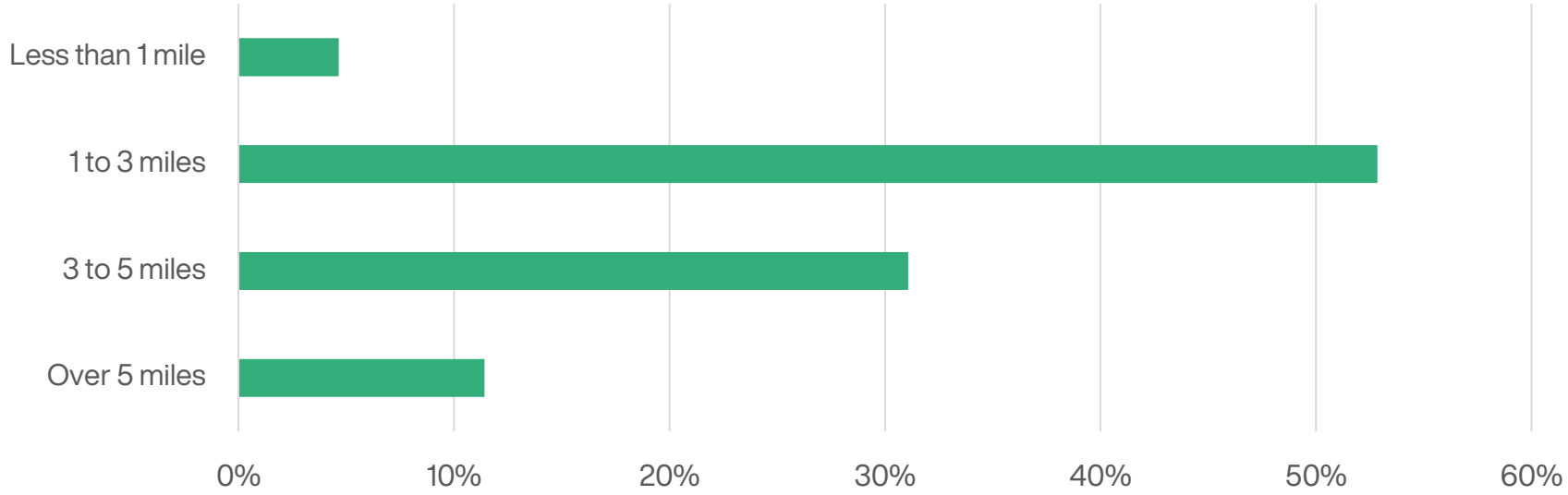
**Q4, Q7, Q11: How often do you or does someone in your household...**



**Q5, Q8: How far do you or someone in your household ride a bicycle for each round trip?**



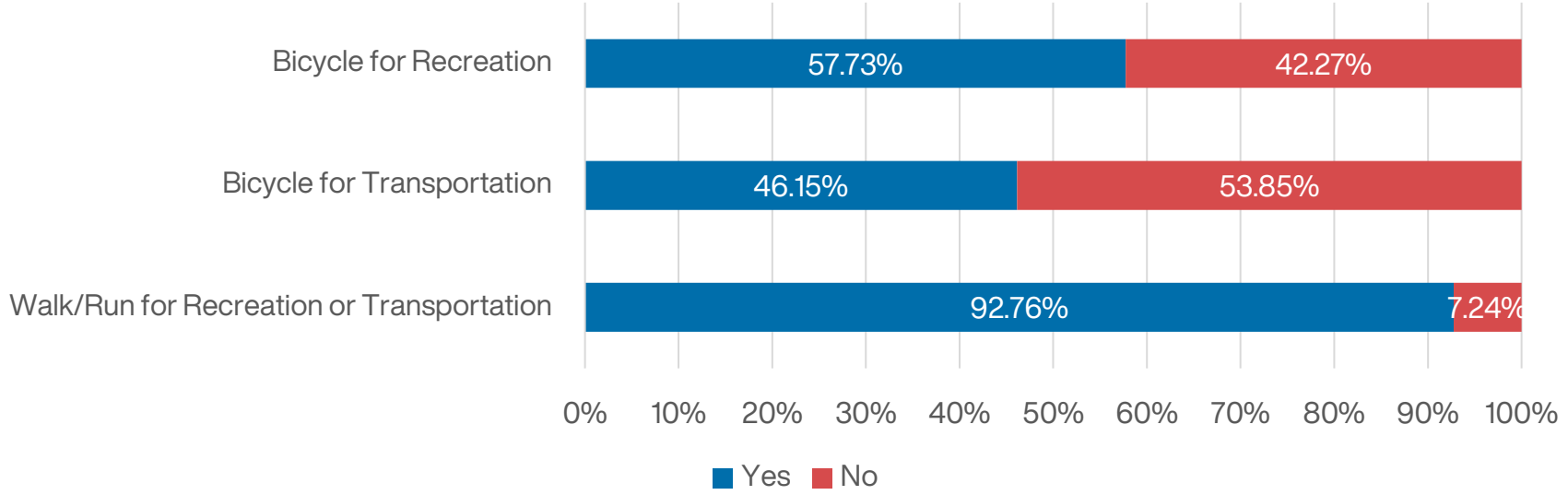

**Q12: How far do you or does someone in your household walk for each round trip?**



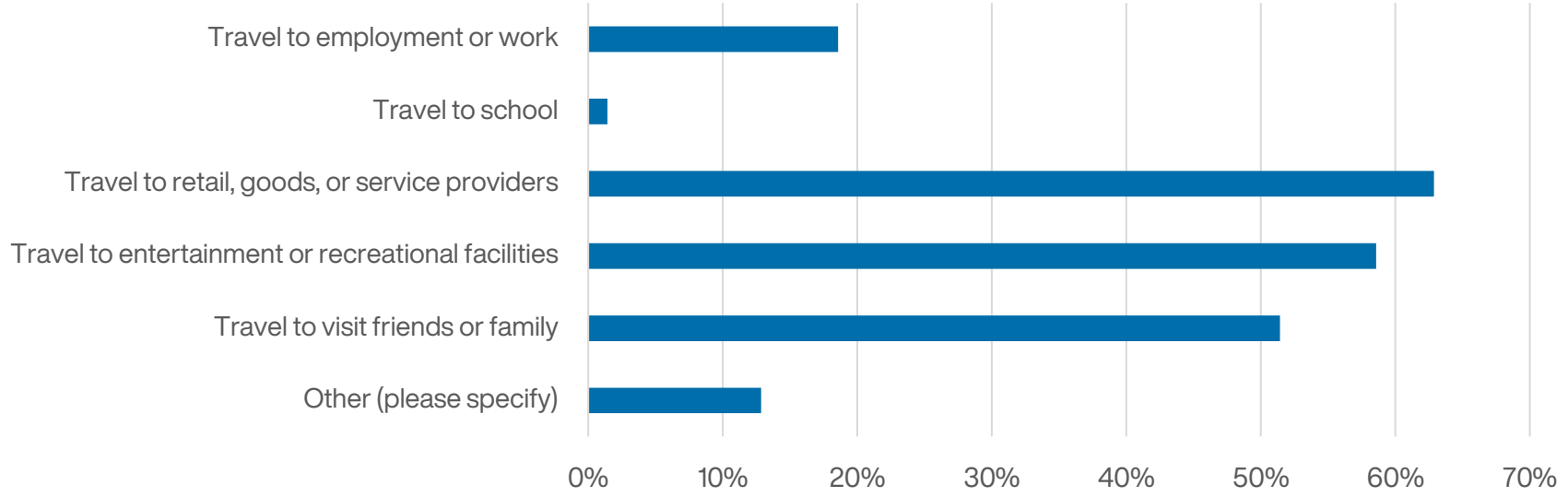
# APPENDIX A

COMMUNITY VISIONING SURVEY RESPONSES

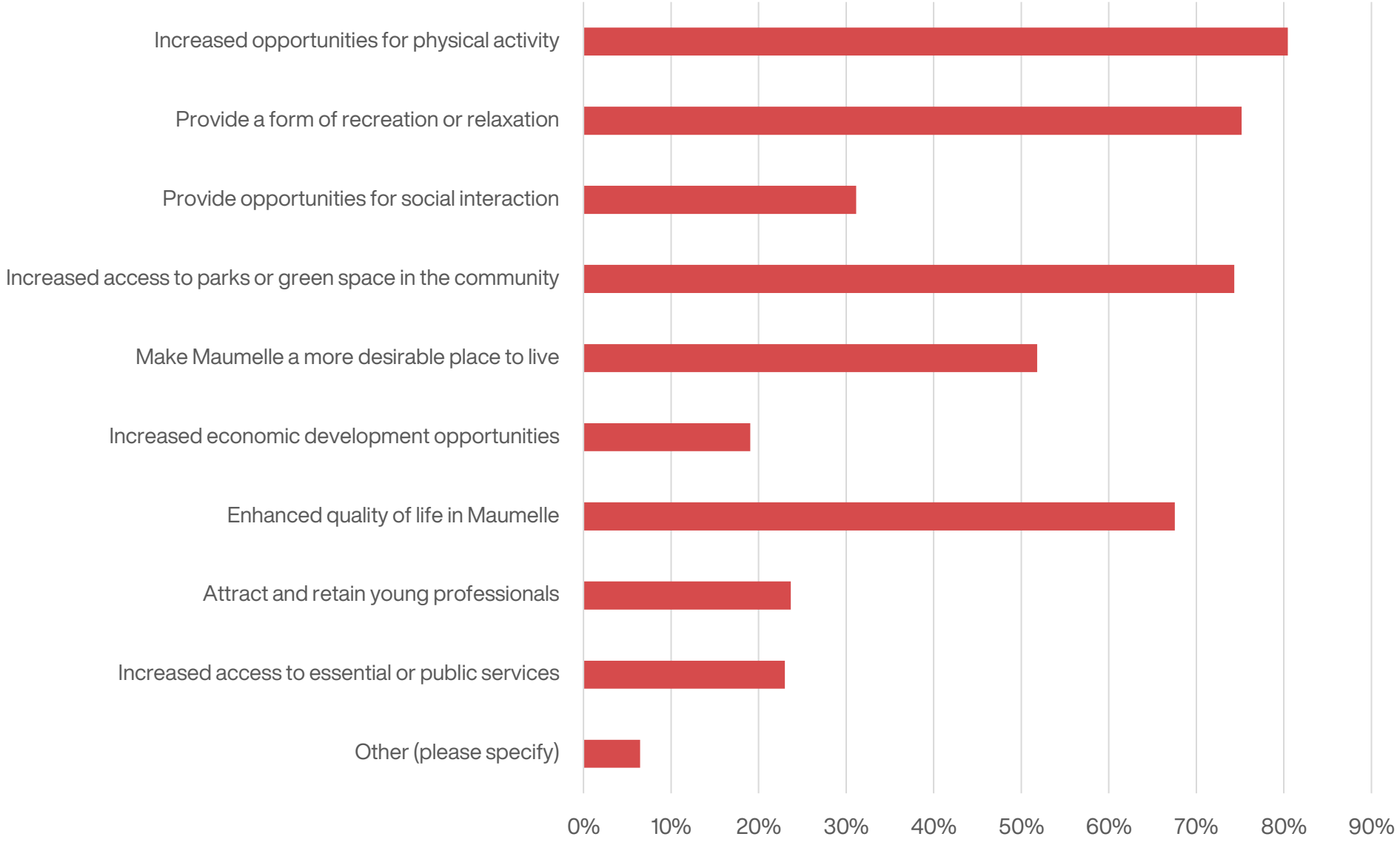
**Q6, Q10, Q13: Would you or someone in your household ride a bicycle or walk if appropriate infrastructure was available?**



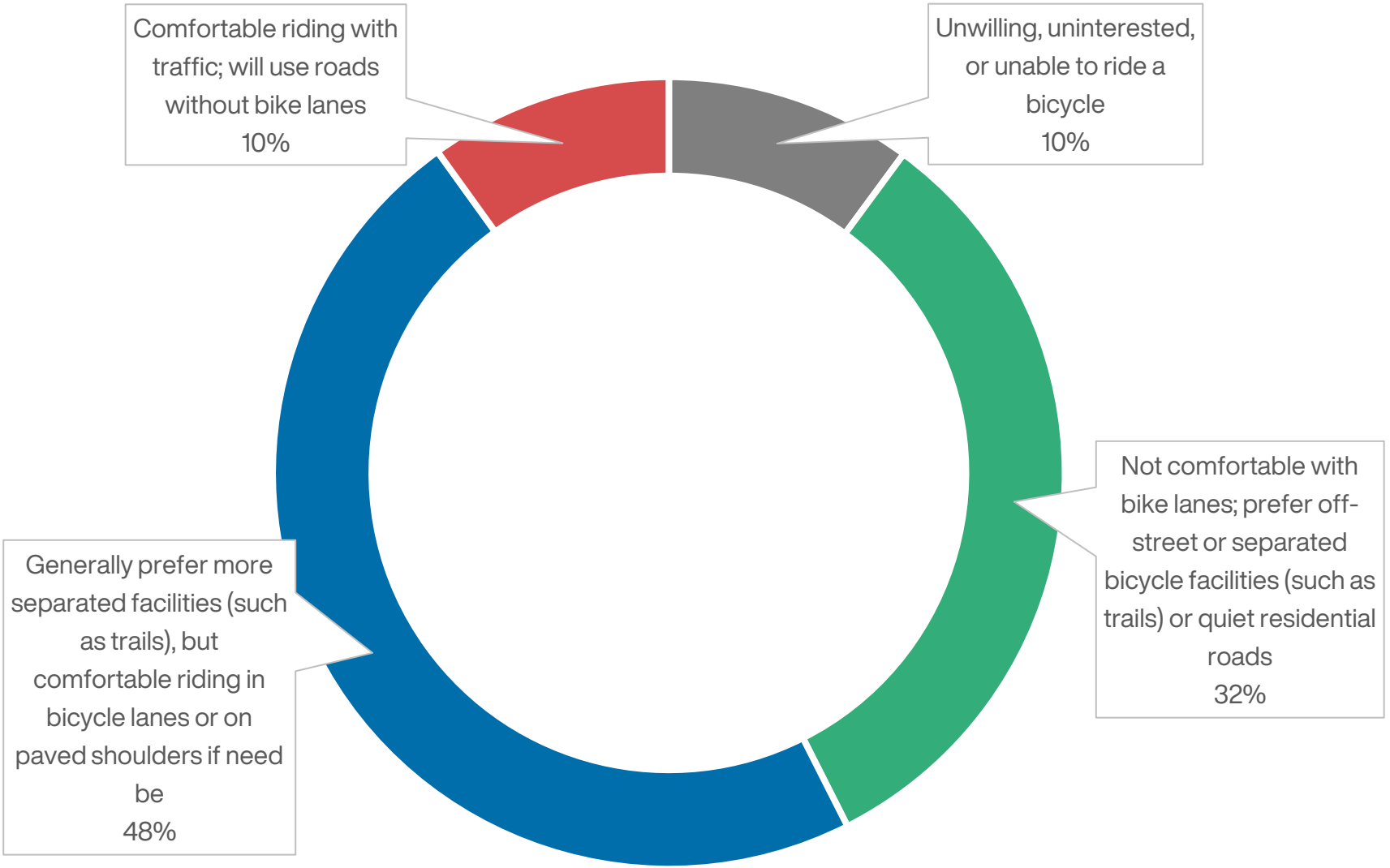

**Q9: What is your destination when riding a bicycle for transportation purposes?**



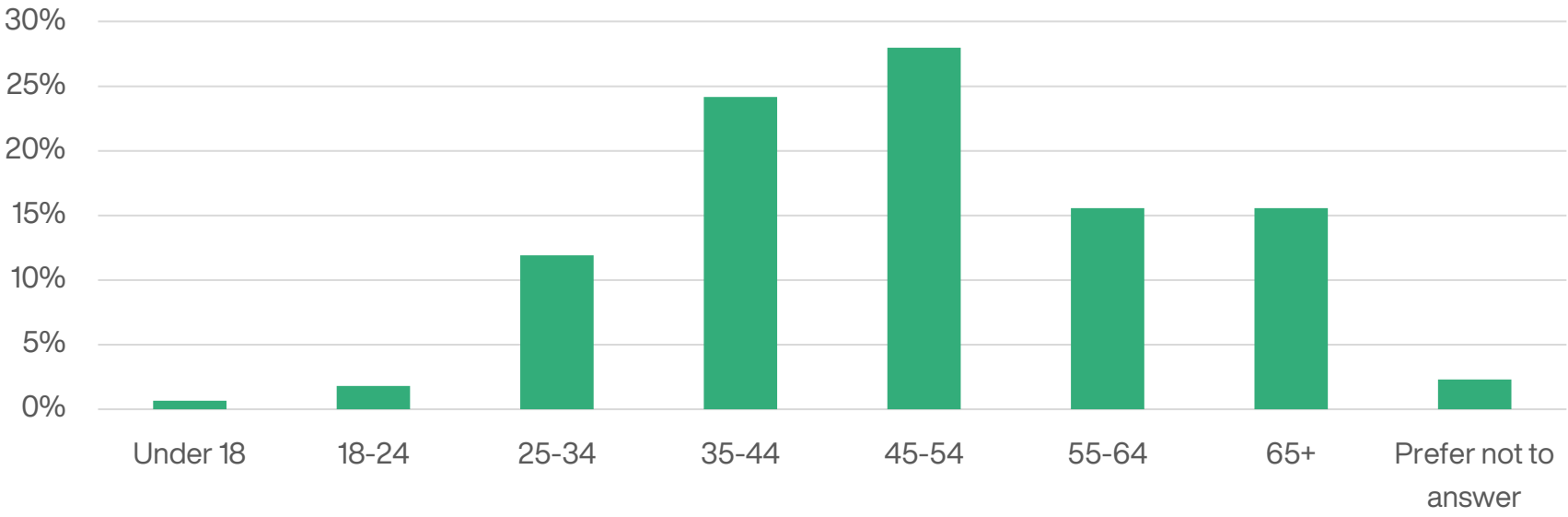
**Q16: What benefits would you like to have from a bicycle and pedestrian system in Maumelle?**
(please select the five most important benefits to you)



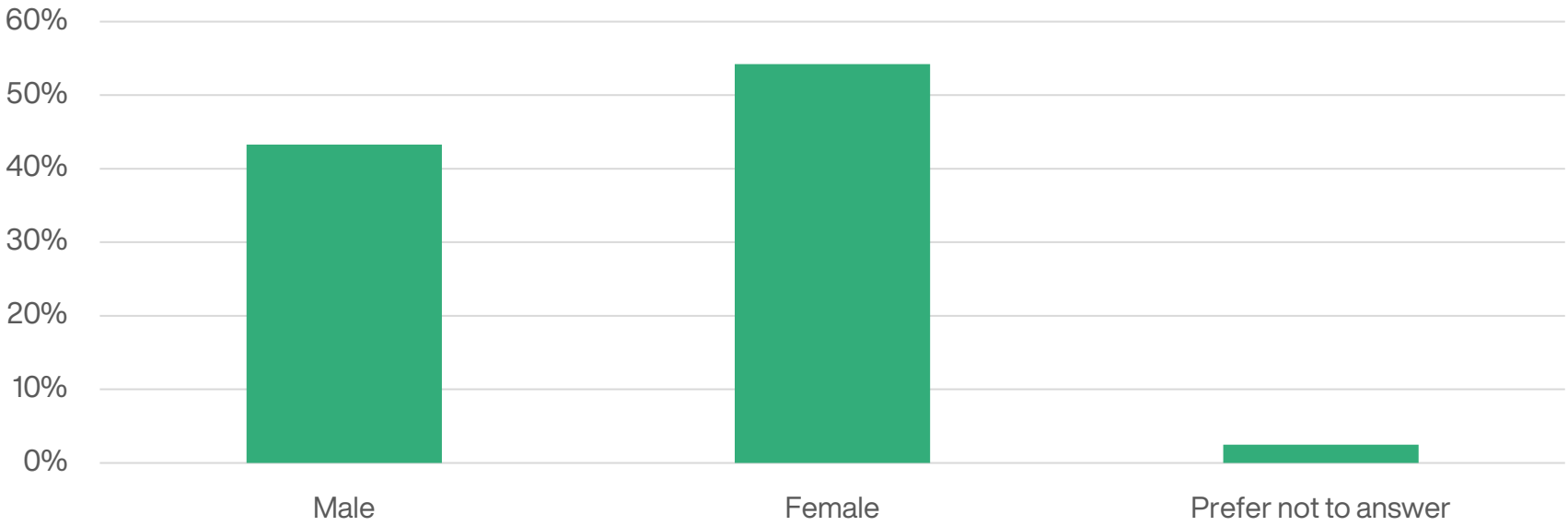
**Q17: What is your bicycling level of comfort?**



**Q19: What is your age?**




**Q20: What is your gender?**




Crafton Tull