

METROPLAN ANNUAL REPORT 2014



METROPLAN
SMART PLANNING MAKES SMART PLACES.

Imagine Central Arkansas: Blueprint for a Sustainable Region
Adopted December 2014

Annual Letter



Mayor Jeff Arey
Metroplan President



Jim McKenzie
Executive Director

Leadership, competence and constancy of vision have enabled our regional community to grow and prosper. This past year marks the end of service on the Metroplan Board for three county judges — Buddy Villines of Pulaski County, Lanny Fite of Saline County and Allen Dodson of Faulkner County — and three mayors — Harry Light of Cammack Village, Melton Cotton of Greenbrier and Johnny McMahan of Bauxite, who together represent 63 years of leadership and institutional knowledge. The Board and staff will miss their wisdom and guidance in the future, but wish to express our gratitude for the cumulative six decades of service and leadership they have provided.

Their departure came at the end of a very busy year. 2014 began with the near-destruction of Mayflower and Vilonia by an April tornado and the broad response to help them recover. The year ended with the adoption of *Imagine Central Arkansas* after a three-year planning process and aggressive public outreach. A special thank you to the good members of *Imagine Central Arkansas* Partners and the Regional Planning Advisory Council for their dedicated volunteer efforts to make our region a better place with a more competitive economy.

The *Imagine* plan also included our long-range metropolitan transportation plan update as well as regional sustainability goals, a new Livability Index to allow us to track our progress over time, and an innovative Jump Start program to prove the concept that more dense, walkable mixed-use development can be profitable for the private sector and sustainable from the public's standpoint.

The great American philosopher Yogi Berra once said, "The future ain't what it used to be." Disruptive technologies ranging from the smart phone, to self-driving cars, to 3D printers promise a different future indeed. Combine that with the disruptive weather patterns of a changing climate and the demands that will place on the resiliency of our infrastructure, the future presents great challenges for us, but also great opportunities if we can foresee them.

That's what we do at Metroplan – look forward to prepare our region for a future different from and better than today.

A handwritten signature in black ink that reads "Jeff Arey".

Mayor Jeff Arey, City of Haskell
President

A handwritten signature in black ink that reads "Jim McKenzie".

Jim McKenzie
Executive Director

Central Arkansas Imagined

After three years of hard work by the Regional Planning Advisory Council and the Imagine Central Arkansas Partners, a new *Blueprint for a Sustainable Region* was adopted by the Metroplan Board on December 17, 2014.

Imagine Central Arkansas (ICA) is the name given to central Arkansas' sustainable development initiative which includes an updated Long-Range Metropolitan Transportation Plan and sustainability elements developed from a HUD Sustainable Communities planning grant.

Community Involvement

It was a busy year for Metroplan as we shared the draft vision with over 800 individuals at 23 events. Outreach included a great mix of residents of all ages, ethnicities and backgrounds. Neighborhood associations, clubs and speakers bureaus, students at Pulaski Technical College, festival goers at Conway's Ecofest, and parents of children at numerous Boys and Girls Clubs gave staff their vision for the future.

In November, Metroplan launched an interactive plan document on imaginecentralarkansas.com that garnered 900 views and comments in its first month. The website features an easily navigable layout that allows readers to explore and provide feedback for specific elements, or read the plan in its entirety.



Metroplan staffers met with public at multiple events during 2014, here showing an event at a Boys and Girls Club in Little Rock...



...at Willie Hinton Neighborhood Resource Center in Little Rock...



Citizens listen and watch a program about the 12th St. Jump Start Project and its role within the *Imagine Central Arkansas* Plan.



...at Pulaski Technical College in North Little Rock.

Imagine Central Arkansas Goals

- Goal 1.** Economic Growth & Vitality
- Goal 2.** Quality Corridors & Transportation Choice
- Goal 3.** Environment Quality & Sustainable Energy
- Goal 4.** Land Development & Housing
- Goal 5.** Healthy & Safe Communities
- Goal 6.** Funding Adequacy

See the complete text of the Goals with suggested strategies to achieve them at imaginecentralarkansas.org.

Grander Vision

Recent planning efforts have focused on transportation. ICA's broader scope integrates new elements, such as the economy, education, housing, environment, energy, natural resources, health and safety, to encourage economical land and infrastructure development and promote the highest quality of life. These themes, transformed into six goals under the guidance of the combined *Imagine Central Arkansas* Partners (ICAP) and the Regional Planning Advisory Council (RPAC) group, steer the region's growth through 2040 and beyond. A truly sustainable plan, ICA recognizes that several moving parts are essential to run a successful central Arkansas engine.

Transportation Central

Although the vision has expanded, transportation is still crucial for the region's development. ICA emphasizes a multi-modal approach that maximizes the mobility of people and goods; minimizes transportation-related fuel consumption and air pollution; and establishes a strong link between transportation infrastructure and land use.

Transportation does not come free. ICA is tasked with outlining a Financially Constrained Plan that works with the financial resources currently available to cover the region's needs. A four step process identifies priority projects:

- cover our obligations;
- maintain what we have already built;
- focus on system optimization;
- raise revenue to fund new projects.



With The Design Group, Metroplan produced a second video—used during the last phase of public outreach—asking the question "Did We Get It Right?"

The North Belt

The North Belt Freeway would have completed the circumferential freeway network surrounding Little Rock and North Little Rock. Although the initial segment from I-40 East to Hwy 67 was completed in 2002, alignment disputes and a lack of funding halted progress on the final segment from Hwy 67 to I-40 west. A recent toll study estimated the project's cost at \$648 million, raising questions about its financial feasibility. Consequently, the North Belt Freeway has been removed from the vision and financially constrained transportation plan. It may be reconsidered in the future if new funding is identified. In the meantime, improvements to Highway 89, construction of the Coffelt Crossing interchange in Jacksonville and the extension of Kiel Avenue, Oakdale Road and Donovan Briley Road have been added to the vision plan or given higher priority in the North Belt's absence.

Jump Start Leaps Forward

Pilot Projects a Go

In 2013, five communities in four central Arkansas cities embarked on a process to incorporate *Imagine Central Arkansas* concepts into their neighborhoods as part of the Jump Start Initiative. One year later, these projects took big steps toward becoming reality when residents got together to envision their ideal places. Based on each community's needs, consultants drafted visual concepts and new form-based zoning codes to accommodate each vision. The new codes work with existing regulations, yet allow greater flexibility to ensure that sustainable growth can be achieved, which benefits residents, developers and cities alike.

In late 2014, consultants outlined implementation plans to move projects from the drawing board to actuality. These plans recognize the balance between policy, development and economics that affect successful implementation. Planning and design, public-private agreement, and market strategies are incorporated into each document to ensure Jump Start's realization. In the future, these projects will be a model for developers, and hopefully, a new way of developing.

Tragedy Becomes Opportunity

Large parts of Mayflower and Vilonia were destroyed by an F4 tornado in April 2014. Soon after the storm, volunteer groups came together to clean up and create a vision to guide redevelopment. Residents and city leaders were intent on rebuilding better communities, but needed help getting started.

Metroplan recognized an opportunity to aid the cities with its Jump Start program, and asked for and received a grant extension from HUD. Central Arkansas Planning and Development District Inc., the University of Arkansas Community Design Center, University of Central Arkansas Community Development Institute, National Association of Development Organizations, and Gateway Planning contributed their expertise to the process as planning and visioning move swiftly forward. Great strides towards recovery were made in 2014, and efforts will continue through spring 2015. For Mayflower and Vilonia, the storm has passed and a new day is dawning.

Jump Start Conway



Markham St. in Conway as it looks now.



How the street might develop using Jump Start techniques and public-private cooperation.



Jump Start Areas

- Conway - Markham Street
- Bryant - Old Town
- North Little Rock - Park Hill
- North Little Rock - Levy
- Little Rock - 12th Street
- Vilonia - Town Center
- Mayflower - Town Center



Photo credit: Gateway Planning and Walkable and Livable Communities Institute



Local citizens, business owners and planning professionals work together to plan redevelopment in Bryant (top) and Conway (below). Bottom photo: AHTD

I'd like to see more sidewalks and bike connections, a town center, and a pedestrian bridge over the railroad tracks.

—Bryant resident

Jump Start Levy



Existing conditions on southern portions of Camp Robinson Road create a difficult environment for pedestrians.



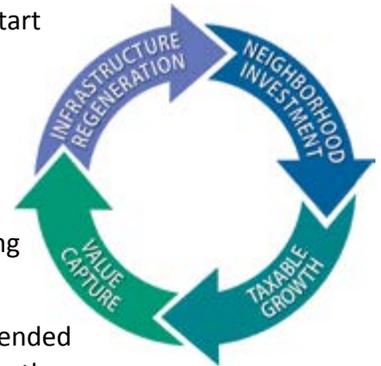
This concept simulation shows alternative roadway design for Camp Robinson Road.

...to guide the creation of a sustainable, livable neighborhood that provides a strong sense of community and quality of life for a diverse population. It should facilitate connectivity and help integration with the neighborhood's context.

—12th Street Corridor Master Plan Vision Statement

Jump Start: Sustainability for Imitation

Sustainability is more than a buzzword for Jump Start in central Arkansas. The diagram at right conveys how neighborhood-oriented investments can yield growth in business and property values. This creates a virtuous chain, in which "value capture" channels rising property values into revenue for renewed infrastructure, and continuing improvement.



The region's seven Jump Start projects are not intended as an end in themselves. Instead, they aim to show the public, local governments, and investors how to revitalize more neighborhoods for long-term viability and high-quality living. Once proven, the model can be transplanted and imitated. Jump Start's premise is that the rules that have governed development since WWII and the business model built around those rules have resulted in unsustainable cities. Jump Start is intended to demonstrate that the private sector can build mixed-use/higher density walkable urban places profitably and that the public sector will be able to generate a higher, sustainable tax yield per acre.

Jump Start Bryant



Rendered perspective along Reynolds Road. Gateway Planning.

Jump Start Little Rock, 12th Street Corridor



Rendered perspective along 13th Street. Gateway Planning.

Fair Housing Equity Assessment

During 2014, Metroplan developed a local Fair Housing Equity Assessment (FHEA) report, as part of the HUD Sustainable Communities Grant. The FHEA assesses regional segregation patterns and disparities. It aims to shape strategies, priorities and investments within the region in accordance with HUD's six livability principles. The FHEA report identified several Racially Concentrated Areas of Poverty (also known as RCAPs), discussed problems with job access, educational attainment, and housing affordability. The final report can be found on Metroplan's web site with its *Imagine Central Arkansas* long-range plan.

HUD Livability Principles

1. Provide more transportation choice.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

Central Arkansas Livability Index

One objective of *Imagine Central Arkansas* is to measure the region's progress. Over the past year, RPAC and ICAP members identified 46 vital indicators for a livable region—in a publication dubbed the *Central Arkansas Livability Index*. Graphic artist Lynn Bell, with assistance from Daniel Holland and other staff, designed an easily-accessible interactive website, centralarkansaslivability.org, to accompany the publication of The Index.* The Indicators embody residents' vision of the most important facets of livability for central Arkansas.

The Index is highlighted by three broad themes: Opportunity, Enterprise, and Culture, and presents eight specific topics: housing, transportation, health and safety, environment and energy, economy, education, interaction, and diversity. These indicators help document trends that impact livability and provide guidance for regional development. Periodic updates will communicate the region's vitality to public officials, the business community, and residents.

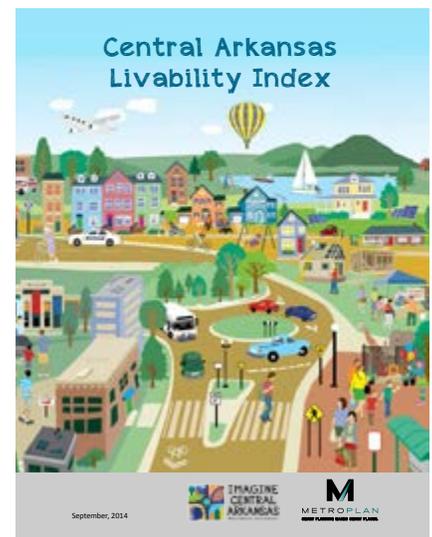
This effort was possible thanks to a Sustainable Communities grant from the U.S. Department of Housing and Urban Development. The Index was created or compiled from in-house data, American Community Survey data, and/or various private-sector data sources.



*Technical assistance provided by Urban Interactive Studio.



A wide variety of housing types and constrainging conditions can be seen from one street to the next within some of the RCAPs.



The Central Arkansas Livability Index is available as a PDF on the Web site centralarkansaslivability.org.

ozone action days



Metroplan Executive Director Jim McKenzie, Little Rock Mayor Mark Stodola, and former North Little Rock Mayor Pat Hays at the Ditch the Keys press conference.



Ditch the Keys participants ride in a convoy along Markham St. to the Capital Hotel in downtown Little Rock.

No Zone like the Ozone

Ozone pollution is at its peak during the hot, humid summer. Central Arkansas was in violation of the federal ozone standards during 2012 and 2013, but 2014 saw the lowest ozone reading in over a decade and brought the three-year average into compliance. However, the EPA is currently reviewing new standards which could affect central Arkansas in the coming years.

Despite the region's recent progress, ozone pollution remains a critical issue. Those sensitive to high-ozone levels, such as the youth and elderly, should pay attention to alerts and limit outdoor activity on days when ozone is an issue. The EPA websites, enviroflash.info or ozoneactiondays.org, provide alerts for those who want to stay informed.

No Keys, No Problem

"Ditch the Keys", the region's annual campaign to promote alternative transportation while improving air quality and reducing ground level ozone, launched in May to enormous success. Seven days of alternative transportation themed activities—up from five days in 2013—culminated with National Bike to Work Day on Friday, May 16th. Depending on the day, participants carpooled, walked, biked, rode the bus or telecommuted to work or school. On car-free Sunday, participants ditched the keys altogether!



On Bike to Work Day, 11 convoys in the metro area allowed participants to match with travel companions that had similar commuting routes. After the ride, North Little Rock Mayor Pat Hays, Little Rock Mayor Mark Stodola, and Metroplan's Jim McKenzie led a press conference in downtown Little Rock at the Old Statehouse Museum. Riders enjoyed a complimentary breakfast provided by the Capital Hotel. The City of Conway took the event a step further and named May "Bike Month," which included the Tour de Toad bicycle race, bike to work breakfast, and scheduled "leisurely rides" around the city.

The event website, ditchthekeys.com, garnered over 1,200 views from April thru May, and gathered 172 registered participants for various events. Those who signed up to participate received a Ditch the Keys button that unlocked great promotions at participating businesses, from bike gear to pastries, plus other freebies such as reflectors and pant straps. Every May, Ditch the Keys serves as the public awareness campaign to kick off Ozone Action Days.



Smooth Ride for First Bici Fiesta

In June, Metroplan reached out to an often under-represented population, the Latino community. Staffers noticed that meetings for North Little Rock's Levy Jump Start area lacked a Latino voice. That's when Metroplan's Nelson Galeano, an avid cyclist, dreamed up "Bici Fiesta" — or "Bicycle Party" — to attract children, their parents, and neighbors in the Hispanic community to learn about *Imagine Central Arkansas*, Jump Start, and alternative transportation. The event was advertised on social media, Spanish radio stations, and covered in *La Opinion Magazine*.

The effort was a huge success! On Saturday, June 14, 40 kids, their parents, and volunteers came together in the Levy Church of Christ parking lot for a day of bike safety training, helmet fittings, bike decorating contests, and a bicycle parade on the Levy Trail, formerly an old railroad line. North Little Rock provided new helmets and Recycle Bikes for Kids donated 20 bikes to the children that participated.



Willa Williams, with the City of North Little Rock, helps a participant with her new bicycle helmet.



Metroplan's Nelson Galeano reached out to the Levy Latino community with Bici Fiesta. The children were enthusiastic participants in a series of races and a parade.



Ron King of Recycle Bikes for Kids makes a repair.



Mid-Arkansas Water Alliance



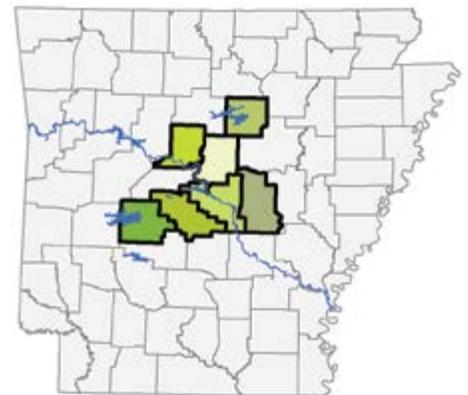
Greers Ferry Dam. Photo credit: U.S. Army Corps of Engineers.



Lake Ouachita. Photo credit: Arkansas State Parks.

Founded in 2003, the Mid-Arkansas Water Alliance (MAWA) is a coalition of 27 member water utilities in a seven-county area in the central portion of Arkansas, which was formed to secure long-term, high quality water resources for its members. Metroplan serves as the administrative agent for MAWA, and Metroplan's executive director Jim McKenzie serves ex-officio as secretary-treasurer on the MAWA Board of Directors. During 2014, MAWA marked several milestones:

- In 2010, the Corps of Engineers had granted MAWA an allocation of 15 million gallons daily from Greers Ferry Lake. In 2014, after several failed attempts by others, the Lonoke-White Public Water Authority began selling water from that allocation to several municipalities, reaching as far south as Jacksonville.
- MAWA formally requested an additional allocation of 15 million gallons a day (MGD) from Greers Ferry Lake, to meet the 2050 needs of its members north of the Arkansas River.
- Central Arkansas Water agreed to sell 20 MGD of its reserved municipal and industrial allocation in Lake DeGray to the city of Hot Springs. The two utilities are negotiating the terms of the withdrawal with the U.S. Army Corps of Engineers, which owns the reservoir.
- In late 2014, the Corps completed its analysis of MAWA's request for a 20 MGD allocation from the hydropower pool in Lake Ouachita. A detailed hydraulics and hydrology analysis was needed to establish the cost of hydropower benefits foregone. The results of the Environmental Assessment was a Finding of No Significant Impact (FONSI). The allocation now goes up the Corps' chain of command for approval, which is expected in 2015. The Lake Ouachita Allocation will serve MAWA members south of the Arkansas River.



MAWA members are in Cleburne, Conway, Faulkner, Garland, Lonoke, Pulaski, and Saline Counties and includes Lake Maumelle, Lake Winona, Lake Beaverfork, Lake DeGray, Lake Ouachita and Greers Ferry Lake.

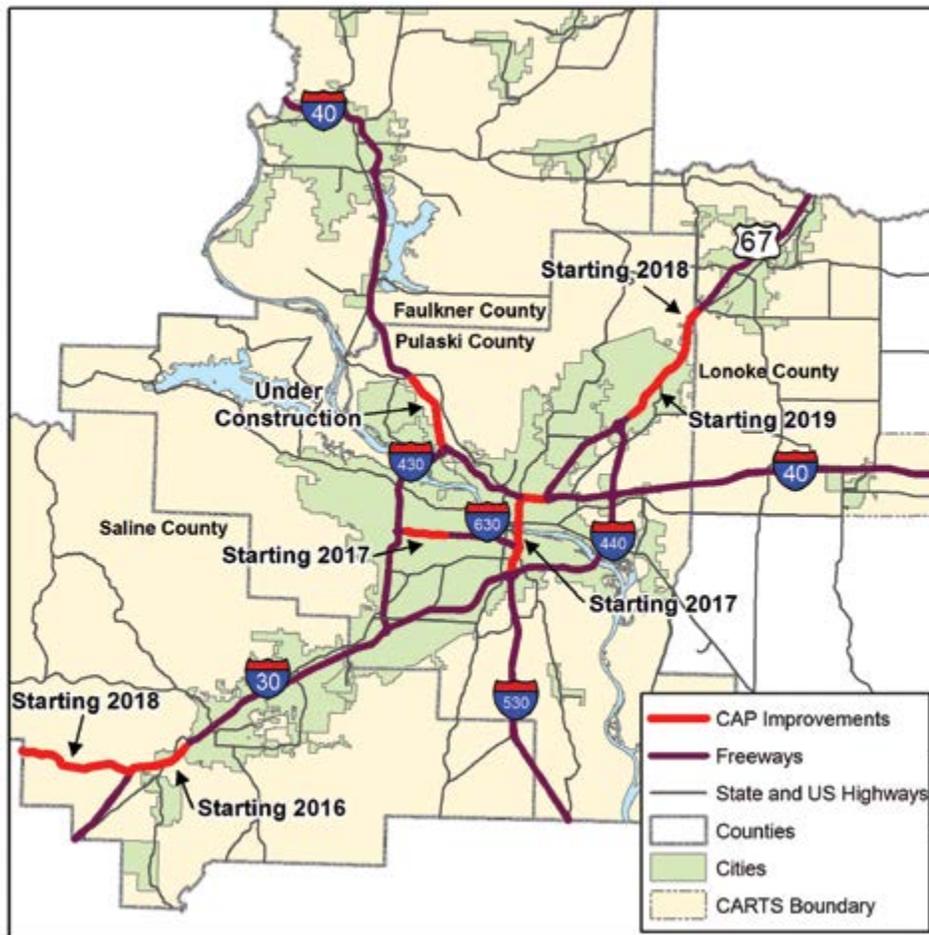
In the face of growing demand for potable water and shrinking supplies in light of projected climate change, this type of long-range planning will pay dividends to the region for generations to come.

Coming Soon to a Highway Near You: Connecting Arkansas Program (CAP)

Using funding from a 10-year half-cent sales tax increase approved by voters in 2012, the Connecting Arkansas Program is already affecting highways in Central Arkansas, with much more coming. Most of the region's remaining four-lane freeways, including portions of Highway 67, I-40 and I-30, will be widened to six lanes under the program. Widening of I-630 from Baptist Hospital to University Avenue and the I-30 central corridor, including replacement of the I-30 bridge over the Arkansas River, are also scheduled. U.S. 64 east of Vilonia and U.S. 70 from I-30 to Hot Springs will be widened to four lanes.

The first CAP project for central Arkansas started in 2014 with the widening of I-40 from four lanes to six between Highway 365 and I-430 – completing the freeway widenings between Conway and North Little Rock. In addition, the interchange of I-40 and I-430 is being improved as part of the project, and is scheduled for completion in mid 2016.

Connecting Arkansas Program



Updates on Two Major Transportation Projects in the Region

Big Rock Interchange



The Big Rock interchange is scheduled for completion during mid 2015. After seven years of construction, I-630 commuters will get a short reprieve before the widening of I-630 begins in 2017.

Broadway Bridge



The long-awaited Broadway Bridge project has begun, with sub-structure work already underway. The old bridge is currently scheduled to close in May of 2016, with a new bridge ready for traffic by November of 2016.

Ambitious Plans, Big Project: The I-30 CAP



AHTD held a series of public meetings to allow comments from area residents. Photo courtesy of Garver.

The I-30 project is the biggest in the \$1.3 billion Connecting Arkansas Program (CAP), and the most complex. As much as \$427 million in CAP funds have been committed to the corridor; additional federal bridge replacement funds are likely; and there is a better-than-average chance that additional monies will be needed in the future to complete all the needed improvements identified in the planning process. In order to get the most for the public's investment, the Arkansas State Highway and Transportation Department (AHTD) is using two innovations on the project for the first time in Arkansas.

The I-30 bridge over the Arkansas River, built in the 1960s, is an aging six-lane facility that suffers from metal fatigue and rests on a cracked mid-river pier. While the bridge remains safe, the AHTD plans to replace it as part of the larger project to enhance the corridor stretching from I-40 and U.S. 67-167 in the north to the I-30/I-530/I-440 interchange in the south. Running through downtown Little Rock and North Little Rock, this stretch has many closely-spaced interchanges and heavy traffic. No less than six freeways intersect within this 6.25-mile corridor, along with several other major streets. Over 120,000 vehicles per day cross the I-30 bridge over the Arkansas River.

To meet the challenge, the AHTD plans to conduct its first PEL (Planning and Environmental Linkages) Study. This innovative process involves not just the AHTD, but also the Cities of Little Rock and North Little Rock, Pulaski County, and Metroplan. The AHTD has hired the Garver engineering firm to conduct the PEL. The process involves significant public outreach, recognizing that urban freeways have a major impact not just on traffic flows, but also on downtown economics and neighborhood character. Through public meetings and a web site, citizens are encouraged to contribute their views of purpose and need. The project is part of the AHTD's Connecting Arkansas Program (CAP), funded by a voter-approved 1/2-cent sales tax. You can learn more, and give your own inputs, at connectingarkansasprogram.com.



I-30 photo courtesy of Garver.

Preliminary Schedule



Source: AHTD



Photo courtesy of Garver.



Photo courtesy of Garver.

Details, Details

For those who like details, here are some interesting facts about the I-30 project:

- The pier at mid-river was built before the Arkansas River became a freight artery. The pier's position in the navigation channel is problematic; it has been hit by barges repeatedly. The crack in the pier could be fixed by an encasement, but this would increase the pier's width, further obstructing river traffic. The new span will allow a wider, safer opening mid-river.
- The PEL process will for the first time "fast-track" project environmental review. A second innovation is a "design-build-to-budget" contract. Rather than a time-consuming sequential process of "design-then-bid-then-build," the design-build system overlaps the planning, budgeting and construction steps. This is a new wrinkle for Arkansas, expediting a project scheduled for completion around 2021 (at least five years under construction).
- Traffic will continue over the old bridge, while the new bridge's first portion is constructed directly adjacent. Then traffic will be diverted to the new section. The old bridge will be demolished, and the new bridge will be widened in its place.
- Many proposals have been advanced, including widening the freeway to 8 or 10 lanes through the corridor, as well as enhancing access roads and ramps to absorb weaving movements associated with multiple high-capacity interchanges.

Regional Transportation Projects

Metroplan receives approximately \$10.5 Million in annual federal transportation funding (STP and TAP) for projects within central Arkansas. The list below gives the latest completions, as well as projects underway.

PROJECT	STATUS
Shillcutt Bayou Bridge Replacement of substandard pedestrian/bicycle bridge along Arkansas River Trail in North Little Rock	Completed in 2014
Main and Harris Roundabout Construction of a roundabout at the intersection of Main and Harris Roads in Jacksonville	Completed in 2014
Alcoa Road Widening of Alcoa Road from 2 lanes to four lanes between I-30 and Benton Parkway	Right-of-way Acquisition completed in 2014, construction anticipated in 2015
McCain Railgrade Separation Replacement of at-grade railroad crossing with a new four lane bridge	Right-of-way Acquisition completed in 2014, construction anticipated in 2015
Little Rock Bike Connector Realignment of the Arkansas River Trail between Dillard's headquarters and Gill Street	Construction scheduled for 2015
CATA Real Time ITS Planning a transit trip and riding local transit will soon be easier and more predictable with Real Time ITS. The Central Arkansas Transit Authority (CATA) is developing a system that will enable passengers to check their mobile devices or computers for bus and streetcar arrival times. Passengers will also gain onboard Wi-Fi service.	Scheduled for 2015

Solving a Place-Name Riddle

If you look up Shillcutt Bayou, you will find multiple spellings. On USGS maps it is spelled Shilcotts. Other records spell it Shilcutt with one "l." This is common with place names. Chenal Valley in western Little Rock takes its name from nearby Shinall Mountain, for example. In the case of Shillcutt Bayou, the oldest record traces to a certain E.C. Shillcutt in the 1860 census, a saddler in Little Rock married to an Irish-born woman named Charlotte. In the 1870 census his residence was found north of the river in what is today North Little Rock. Shillcutt Bayou took its name from this early resident, who lived to 1894 and is buried at Mount Holly Cemetery in Little Rock.



During 2014, a new bike/pedestrian bridge at Shillcutt Bayou in North Little Rock was completed.



This roundabout at Main Street and Harris in Jacksonville was completed in 2014. Photo: Jacksonville Fire Department

Arkansas River Trail Gets Safety Upgrade

The region's signature trail became safer in 2014 thanks to an effort by the Arkansas River Trail Task Force. Finding an injured person on over 15 miles of trail could be a difficult task. Jon Swanson, Metropolitan Emergency Medical Services (MEMS) Executive Director, claimed that "the most frustrating thing for any emergency responder is not being able to find the location (of) the patients." Over 150 "emergency medallions" will help personnel locate and respond to incidents on the trail. Every two-tenths of a mile, users will find a blue and green medallion with a unique letter-number code corresponding to a coordinate or existing trail marker. Once the dispatcher receives the code, responders identify the most efficient route to each call. The program will extend to other trails around the region in the near future.



The Emergency Medallions received a flurry of press coverage and a positive response from the public. North Little Rock Park Ranger Ian Hope and Jeff Caplinger with the City of North Little Rock demonstrated medallion installation for Josh Berry of Channel 4 News and cameraman. Jon Swanson, Executive Director of MEMS, looks on.

Adaptive Signal Control Technologies

In 2009 the Federal Highway Administration launched Every Day Counts, a program to speed the delivery of highway projects and address the challenges presented by limited budgets through the use of innovations and technology. One of these technologies is Adaptive Signal Control Technologies (ASCT) which adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion. The use of ASCT ensures maximum efficiency of the existing street network, reduces fuel costs and vehicle emissions, and saves costs compared with alternatives (like widening).

During 2014, in cooperation with the Federal Highway Administration (FHWA), Metroplan hosted two workshops on February 14 and May 2. FHWA engineer Paul Olson instructed 35 local traffic professionals in techniques for adapting traffic signals to variations in traffic flow. In addition, during 2014 Metroplan hired consultants to evaluate four regional corridors (Dave Ward Drive, Maumelle Blvd, Military Road, and University Avenue) for the implementation of ASCT. The first implementation of this technology is anticipated during 2015.



State Bike Ped Plan



Metroplan hosted a visit by officials from the Arkansas State Highway and Transportation Department (AHTD) on April 1, 2014. Access the Arkansas Bicycle and Pedestrian Plan at arkansasbikepedplan.com.

Metroplan Board Honors Years of Service

Judge Buddy Villines
Pulaski County - 24 years

Mayor Harry Light
Cammack Village - 18 years

Judge Lanny Fite
Saline County - 16 years

Mayor Melvin Cotton
Greenbrier - 5 years

Mayor Johnny McMahan
City of Bauxite - 4 years

Judge Allen Dodson
Faulkner County - 2 years

In December of 2014, the Metroplan Board said good-bye to six members, and honored their contributions with a Resolution of Appreciation for each. Judge Villines of Pulaski County served nearly a quarter-century, and proved a vital mover behind the Arkansas River Trail, the River Project, the Big Dam Bridge, the Two Rivers Park Bridge, and numerous other projects. Judge Fite of Saline County was instrumental in forming the Saline Watershed Alliance and completing the new Saline County Airport. As the resolutions stated, all of them worked for the policies, principles, and practices of intergovernmental cooperation to the benefit of the residents of the entire metropolitan area. Between them, these six members gave 69 years of service, as shown at left.



Left to right: Judge Buddy Villines, Mayor Harry Light, Judge Lanny Fite, Mayor Melvin Cotton, Mayor Johnny McMahan, Judge Allen Dodson.

Metroplan Recognized for Achievements

The International Association of Broadcast Communicators (IABC) — Arkansas Chapter — held its Bronze Quill Awards ceremony in March of 2014. Metroplan earned three: an Award of Excellence in Financial Communication and two Merit Awards for Community Relations and Multi-Audience Communications respectively.

Judges applauded Jonathan Lupton, writer and researcher of the 2013 *Metro Trends Economic Review and Outlook*, claiming “This is a great collaborative vision” and “Your research and topics were on target with the interest of your constituents.”

Imagine Central Arkansas collected two awards and judges expressed that “The [region’s] needs are very clearly outlined. It is particularly interesting the attention [shown] to people with disabilities and minorities.” Also the “...bilingual ads and website are very impressive.”

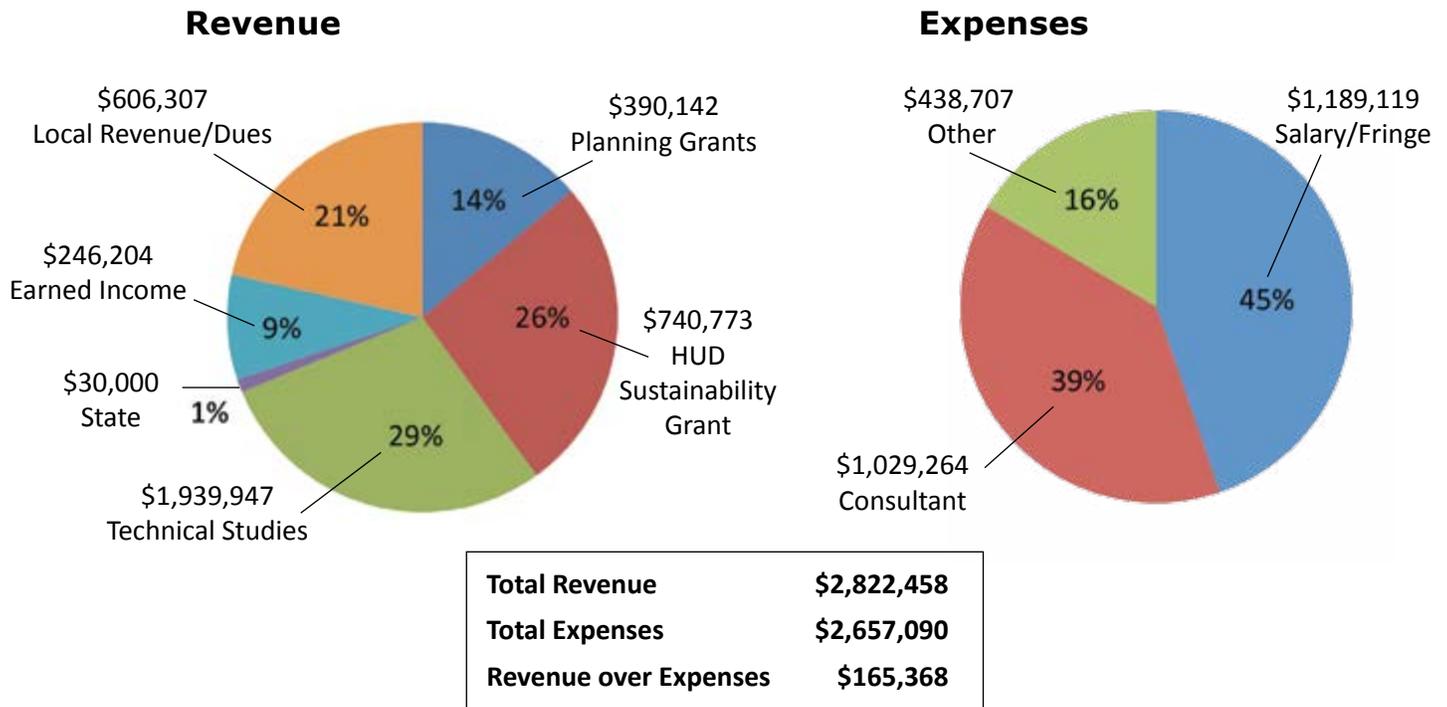
Since 1970, IABC has been a resource to help corporate groups, students and professional communicators learn and grow with innovative content and connect with like-minded professionals. The Bronze Quill Awards ceremony is held annually to recognize excellence in writing, design, photography and interactive communications.



This information is a goldmine for potential investors and developers, resulting in economic development for the region. You are tapping into this demand and putting the information into the right hands.

—IABC Judge

Metroplan 2014 Revenue and Expenditures

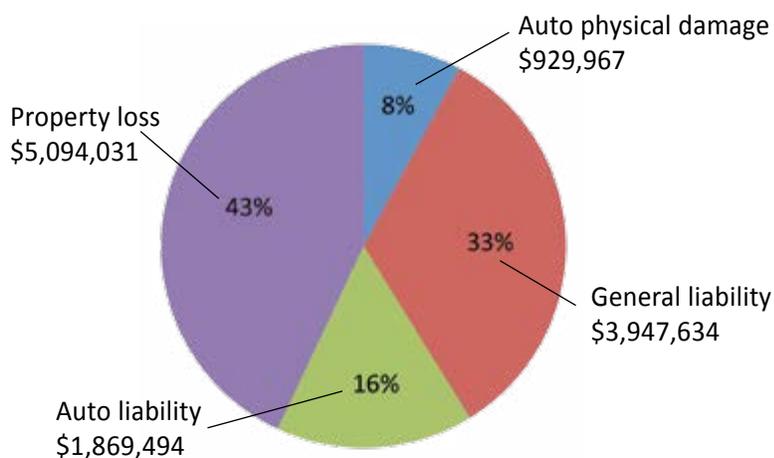


CARMA

The Central Arkansas Risk Management Association continues providing affordable coverage to its members. From October 2010 through September 2014, CARMA members incurred almost \$12 million in claims. Despite the costs of providing coverage to its members, CARMA continues to run a net surplus, which helps to cover the costs of future claims development.

CARMA offers its members more coverage and fewer exclusions than commercial insurance or other self-insurance programs. And, as always, members are not just customers – they are members of the CARMA Board of Directors.

**Claims Paid, by Category
October 1, 2010–September 30, 2014**



Current CARMA Members

- Central Arkansas Resource Conservation and Development Council
- Central Arkansas Risk Management Association
- Central Arkansas Transit Authority
- City of Shannon Hills
- El Paso Fire Department
- Metroplan
- Mid-Arkansas Water Alliance (MAWA)
- Pulaski County
- Pulaski County Bridge Public Facilities Board
- Pulaski County Solid Waste Management District
- Pulaski County Special School District
- Saline County
- Saline County Regional Solid Waste Management District

2014 Metroplan Board of Directors

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City of Haskell

SECRETARY

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City of Jacksonville

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Mayor Randy Holland

City of Mayflower

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Mayor Michelle Hobbs
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Mayor Mark Stodola
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Mayor McKinzie L. Riley
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Mayor Bernadette Chamberlain
City of Austin

Mayor Wayne McGee
City of Lonoke

Mayor James Firestone
City of Vilonia

Mayor Johnny McMahan
City of Bauxite

Mayor Mike Watson
City of Maumelle

Judge Allen Dodson
Faulkner County

Mayor David Mattingly
City of Benton

Mayor Ricky Pearce
City of Mount Vernon

Judge Kemp Nall
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Mayor Jill Dabbs
City of Bryant

Mayor Joe Smith
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