Attachment F
Public Comment

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Doug Meyer

Address: 1 Sunset Lake Dr
L.R.
72210

Phone: (501) 425 -- 1843

E-mail: DJM7511@YAHOO.COM

Comments: We like SPUI best for Cantrell interchange

(Continued on back)

I-30 proposal will harm city:

I have lived in Arkansas and have seen the downtown change from a bustling shopping and business area to a dead and empty shanty town (an embarrassment to the State of Arkansas and the city of Little Rock). In the last 10 years the development of the River Market area, President Clinton Library, Heifer, and the continued redeveloping of the Main St. area has changed the whole look of downtown Little Rock. This is now an urban area where residents can live, eat, enjoy downtown attractions and walk to all these attractions. Our tourist can stay at the downtown hotels and take the trolley to attractions instead of using their cars. With all the redevelopments it has created a very pedestrian friendly area. By widening our city streets, freeways and taking away the trolley to the most desired locations you are changing the downtown area and all that the redeveloping has created.

I can see the freeway and the on and off ramps to the downtown area from my condo, and I don't see the necessity of widening to the extent that you have proposed. There can always be alternate route improvements to reach the outcome you desire without destroying the downtown area. Please stick to widening the bridge and please don't disrupt our neighborhoods.

Beth Cook
315 Rock St. #701
Little Rock, AR 72202

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(Please Print)

Name : Allen Atkins

Address: 93 Broadmoor Drive
L. Rock, AR
72204

Phone: (501) 603 --0053

E-mail: Atkinsallen50@gmail.com

Comments: Why do you have to dump traffic down into the market area why not Capitol Ave? Why not stop 18 wheelers from coming thru town unless they have a local delivery

(Continued on back)

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(Please Print)

Name : Alpha Horne

Address: 200 River Market Ave #702, Little Rock, Ar 72201

Phone: (501) 352 -- 2680

E-mail: alphahorne1964@Yahoo.com

Comments: See my* husbands comments.
* Mike Horne

(Continued on back)

I LIKE THE 10 LANE. IT'S THE ONLY WAY TO GO. THE 10-LANE W/ DOWNTOWN C/D THAT WAS SHOWN ON LARGE PHOTO & DRAWING LOOKS GREAT! DON'T LISTEN TO THE ~~AGAINSTERS~~ AGAINSTERS & NEGATIVE TALK!

561-993-8564

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Email: Info@30Crossing.com

(Please Print)

Name : Amanda Rodgers

Address: 300 E. 3rd #1201
Little Rock AR 72201

Phone: (901) 485 -- 2800

E-mail: amanda.rodgers@me.com

Comments: The existing exit to Kathorpe & Cantrell ~~bet~~ 2nd Street Needs to be changed DANGEROUS. Why Not Reroute Downtown Traffic Exits to I-630 with all the 4 lane N/S Roads
Chester is Ideal to connect to Cantrell & at some point connect to I-40 –

(Continued on back)

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(Please Print)

Name : Charlie Hart

Address: 623 Orange NLR

Phone: 501 590 -- 9525

E-mail: chart88@attnet

Comments: I prefer you design the 3rd st interchange so that the River Rail trolley is not shortened to Clinton Library and Heifer Int.

(Continued on back)

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(Please Print)

Name : Dale Aclin

Address: 1717 Beresford Rd
NLR, AR 72116

Phone: (501) 758 -- 4802

E-mail: daclin@sbcglobal.net

Comments: The proposal to have 2nd Street & 4th Street as a way to get to Lutherpe is crazy. For those old enough to remember the Martha Mitchell Freeway in Pine Bluff should be smart enough not to create another one

(Continued on back)

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(Please Print)

Name : LAURA REIDDEN

Address: 315 Rock Street, 604 Phone: (____) _____--_____

E-mail: Laurahome2@comcast.net

Comments: Very unhappy with what I see. The planners have destroyed the fabric of River Mkt. area + our connection to Clinton Library + Heifer project.

(Continued on back) NO 11 to 10 lanes

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(Please Print)

Name : Yvonne Bowers

Address: 2405 Vance St.
LR AR 72206

Phone: (501) 690-8666

E-mail:

Comments: I'm concerned about noise. Will there be sound barriers needed or installed for 24 Vance Residences.

(Continued on back)

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(Please Print)

Name : KEN LEWIS

Address: P.O. BOX 5980
NLR AR 72119

Phone: (____) _____--_____

E-mail: KLEWIS@ARISTOTLE.NET

Comments: GOOD PLANS ON 10 LANE; WOULD LIKE TO KEEP HISTORICAL CURTIS SYKES NAME FOR ON-OFF RAMPS

(Continued on back)

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(Please Print)

Name : Jarod Varner

Address: 4516 Auston Dr.
North Little Rock, AR 72116

Phone: (214) 538 -- 6715

E-mail: jvarner@rmetro.org

Comments: Allowing the street to access east of I-30 is very important. Additionally, improving bus transit connections should be considered for the area east of I-30. The Blue option should be the preferred alternative.

(Continued on back)

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(Please Print)

Name : Russ Matson

Address: _____ Phone: (____) _____--_____

_____

_____

E-mail: rMatson@matsoninc.com

Comments: Future development east of I30 will still have a difficult time going south on I30. Have we planned for development of all the vacant land btwn I30 & airport?

(Continued on back)

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(Please Print)

Name : Kathleen Lambert

Address: 901 Maple St
North Little Rock AR
72114

Phone: (501) 372 -- 6717
ext 227

E-mail: klambert@rrmetro.org

Comments: Project is too expensive for the ROI expected. Destroying the streetcar system is not our best option for downtown tourism. RR Metro will be faced with difficulty capturing FTA grants for transit if we are forced to return monies spent on the streetcar development already. $500 million would produce more transit making our system world class. 4:1 ROI on BRT development vs. highway.

(Continued on back)

OUR CITY – OUR CAPITAL – OUR CHOICE

NO MORE THROUGH TRAFFIC IN RIVER MARKET NEIGHBORHOOD!!

- **Little Rock's downtown neighborhood is experiencing a wonderful Renaissance. DON'T KILL IT by pouring more lanes of traffic directly into it. Traffic can be brought into our neighborhood from other exits.**

- **Replace the Ark. River bridge, but save downtown. Our neighborhood is a pedestrian neighborhood.**

- **The current plan of ten lanes is a stopgap that will result in more pollution/congestion, and increased respiratory illness among children and the elderly, violating environmental laws.**

- **Stop over-planning, over-building and over-spending. Officials plan to borrow $100 million to cover the project shortfall. Our tax dollars will repay the cost from future federal allocations needed for other projects.**

- **Under the offered plan, curbside parking will be eliminated along the new Highway 10 sections on Second, Fourth, Chester & State, hurting businesses.**

- **Results of the offered plan will be:**
  Bicycle Trails Abolished!
  Trolley Lines Ripped Out!

Consider Reasonable Alternatives

Laura Redden

Laura Redden
315 Rock Street, #604
Little Rock, AR 72202

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(Please Print)

Name : CLINT WHITLEY

Address: 16 BRANEA Dr.
LITTLE ROCK, AR 72202

Phone: (501) 672 -- 5280

E-mail: CWhitley@cromwell.com

Comments: THIS FELT LIKE A DOG + PONY SHOW. THIS NEEDS TO BE OPEN TO A PUBLIC DISCUSSION INSTEAD OF OVERWHELMING PEOPLE WITH OPTIONS. HAVE A REAL PUBLIC MEETING

(Continued on back)

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(Please Print)

Name : Elsie Sykes

Address: 1010 Curtis Sykes Dr
No. Little Rock
AR 72114

Phone: (501) 753-9975

E-mail:

Comments: So far I understand how the traffic will be handled. I'm very satisfied right now.

(Continued on back)

Sheree Meyer
1 Sunset Lake Dr
Little Rock, AR 72210
501-425-1844

sheree.anne@hotmail.com

The SPU plan makes more sense to me.

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(Please Print)

Name : Scott Milla

Address: 210 Weil St
NLR AR 72114

Phone: (501) 374-3489

E-mail: smillerorgela@gmail.com

Comments: Put tracks back into Chinda Library & Heifer
We own a B&B & give out trolley passes
to hundreds of people who ride the trolley
every year from our B&B in NLR

(Continued on back)

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(Please Print)

Name : PS Deprieso

Address: 424 Midland
LR AR 72205

Phone: (501) 663-5377

E-mail: trind@sbcglobal.net

Comments: Please fully involved in decision-making to recommendation of the Metro Plan and Metro bus system. We need to be putting money in alternate transportation not new highways

(Continued on back)

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(Please Print)

Name : Kim Burgess

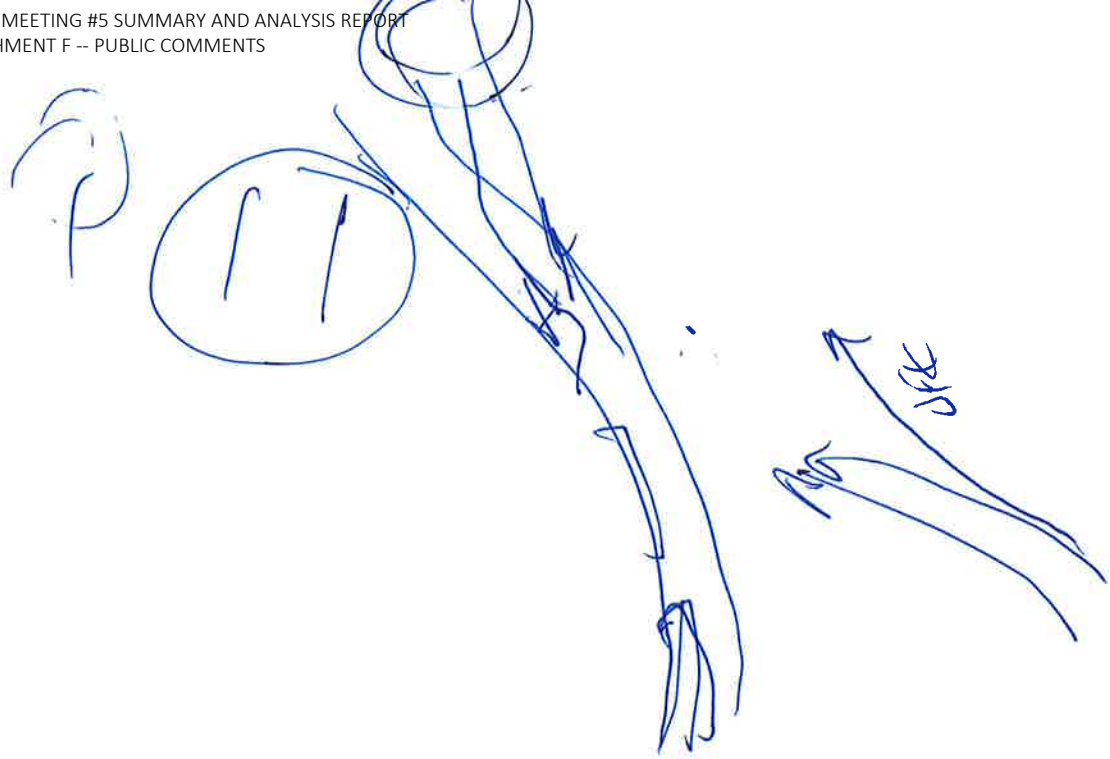
Address: 1716 Marion St
NLR, AR 72114

Phone: (501) 812 -- 9807

E-mail: Kingsproperty@hotmail.com

Comments: I'm glad to see the ramp for Curtis Sykes Dr. is still in the plans. Please do not disappoint us and try to take it back out. ☺

(Continued on back)



Need better signage
for 30/40 split
Westbound.
Need left lane only for I-30 W,
too many cars end up on JFK
b/c miss exit for 30-W.

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Email: Info@30Crossing.com

(Please Print)

Name : Cody Lorge

Address: 509 W 5th St
NLR, AR 72114

Phone: (____) _____--_____

E-mail: CodyLorge@gmail.com

Comments: I'D Like to see an I-40 West bound North Hills exit Ramp and an East Bound entrance Ramp.

(Continued on back)

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(Please Print)

Name: LUCIEN R. GILLHAM SR

Address: 8406 PERNWOOD
SHERWOOD, AR 72120

Phone: (501) 834-7688

E-mail: LGILLHAM30@ATT.NET

Comments: GREAT USE OF EXISTING ROW.
~~PAVE THING NOT TAKEN CARE OF~~
~~NORTH BOUND SHERWOOD TRAFFIC~~
~~FROM LITTLE ROCK STILL HAS TO MERGE~~
~~ACROSS TRAFFIC~~
LOOKS GOOD! DO IT.

(Continued on back)

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Email: Info@30Crossing.com

(Please Print)

Name : John Herzog

Address: 5525 Joshua Rd
NLR, AR 72118

Phone: (____) _____--_____

E-mail:_____

Comments: The changes to the downtown interchanges will create more barriers & make it less pleasing to the many pedestrians which now use the River Market area. I think it will be a detriment to the progress that has been made in the area as it relates to livability. That is a key to downtown revitilization

(Continued on back)

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(Please Print)

Name : Jeff Hathaway

Address: _____

Phone: (501) 529 -- 4969

E-mail: jeff@hathawaygroup.com

Comments: I believe the current design will work and that many concerns I hear being expressed are unfounded. And you can't please everyone. However, it now seems critical that the 30 Crossing team truly take the specific downtown design concerns into account and develop a thorough plan w/ comments - revised or not - should be developed with explanations of what concerns are being addressed, and what does aren't - and why.

(Continued on back)

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I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : PATRICK STAIR

Address: 411 W. 5TH ST.
NORTH LITTLE ROCK, AR
72114

Phone: (501) 376 -- 9637

E-mail: STAIR@ARISTOTLE.NET

Comments: I REMAIN ADAMENTLY OPPOSED TO THE 10-LANE PROPOSAL. I CAN ~~OPPOSE~~ ONLY STOMACH THE 8-LANE 6P PROPOSAL BECAUSE IT IS FEWER LANES THAN THE 10-LANE PROPOSAL. I WOULD PREFER THAT THE CORRIDOR REMAIN

(Continued on back)

Comments (cont.):

A SIX-LANE ROUTE, WITH THE MONEY SPENT IMPROVING CONNECTIONS AND ~~ROADS~~ OTHER ROADS, BRIDGES, AND INTERSECTIONS IN THE AREA.

PLUS, OF COURSE, REPLACING THE BRIDGE.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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(Please Print)

Name: Angela Montgomery

Address: 603 Washington
N. Little Rock
Arkansas 72114

Phone: (501) 766 0812

E-mail: angelaramhorn@yahoo.com

Comments: By taking all the area previously alloted for right of way on locust this will cause an inconvenience for my Business Ramhorn's Furniture when I get deliveries (mattresses, sofa's, Loveseats,

(Continued on back)

Comments (cont.): dinner set ect.) I will not have a place to park the trucks close enough to allow easy access. If you take my front entry I will be bound to hiring laborers. This is unfair and needs to be address Asap.

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(Please Print)

Name: Larry Vaught

Address: 300 E. 3rd ~~#1605~~
LR AR 72201

Phone: (501) 416 -- 2271

E-mail: vaughtlarry@sbcglobal.net

Comments: My wife & I moved downtown 2 yrs ago & invested a great deal of money in our condo. Our property values are greatly dependent on a vibrant River market area. My greatest concern is the ultimate effect on the

(Continued on back)

Comments (cont.): continuing development & vibrancy of this downtown area. LR & private developers have invested millions to convert our downtown into a livable area

Don't Ruin it !!

While I certainly support reconstructing the bridge if it needs it, I see no reason to increase the foot print of the freeway on downtown.

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Email: Info@30Crossing.com

(Please Print)
Name : MIKE HORNE

Address: 200 RIVER MARKET AVE #202
LITTLE ROCK, AR 72201

Phone: (501) 352-2680

E-mail: MIKE@501REWARDS.COM

Comments: EXCEPT FOR REPAIRING THE I-30 BRIDGE I AM OPPOSED TO THE PROJECT. I LIVE ON THE TOP FLOOR, NORTHEAST CORNER OF THE CAPITOL COMMERCE BUILDING AND HAVE A GREAT VIEW OF I-30 TO THE I-40 INTERCHANGE TO THE NORTH AND FOR AT LEST ONE MILE TO THE

(Continued on back)

Comments (cont.): Sixth: THE AREA UNDER CONSIDERATION HAS WHAT I WOULD CALL VERY MODERATE TRAFFIC EXCEPT FOR 7-8:30 AM AND 4:30-5:30 PM - THE DOWNTOWN DEVELOPMENT OF LITTLE ROCK, ESPECIALLY THE RIVER MARKET DISTRICT, HAS BEEN A WONDERFUL THING FOR ARKANSAS. AS A NATIVE ARKANSAN I AM PROUD OF WHAT HAS HAPPEND TO OUR CITY AND HOPE AND PRAY THAT WE HAVE ENOUGH SENSE NOT TO SCREW IT UP WITH A HUGE, EXPENSIVE AND UNNECESSARY CONSTRUCTION PROJECT SUCH AS HAS BEEN PROPOSED. THE INCONVENIENCE TO THE PEOPLE OF OUR STATE, (NOT JUST LITTLE ROCK NATIVES) HAS NOT BEEN TAKEN INTO CONSIDERATION. WE LIVED IN THE DALLAS AREA FOR A FEW YEARS AND HAVE A GOOD UNDERSTANDING OF WHAT BAD TRAFFIC PROBLEMS ARE. THIS AREA DOES NOT HAVE BAD TRAFFIC, ~~NOT~~ ONLY RUSH HOUR TRAFFIC. FOR THESE REASONS I AM AGAINST THE WIDENING OF I-30.

30 Crossing -
10/22/2015 Meeting

Name Grey James
1999 Bryan St
Dallas TX 75201
jamesgm@verizon.net

Comment

Well conducted and informative meeting. Appreciated open consideration of ideas raised during various discussions. The single point diamond appears to meet needs of much improved access to Little Rock Business area. Excellent effort in minimal ROW.

over

Possible additional value to repurpose ROW freed up in the interchange area including Bike lanes perhaps by ~~ARTD~~ or City of Little Rock.

Thank you for a well attended informative meeting -

Greg Jones

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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Email: Info@30Crossing.com

(Please Print)

Name : JIM HARRIS

Address: 4200 LOCHRIDGE RD
NLR, AR 72116

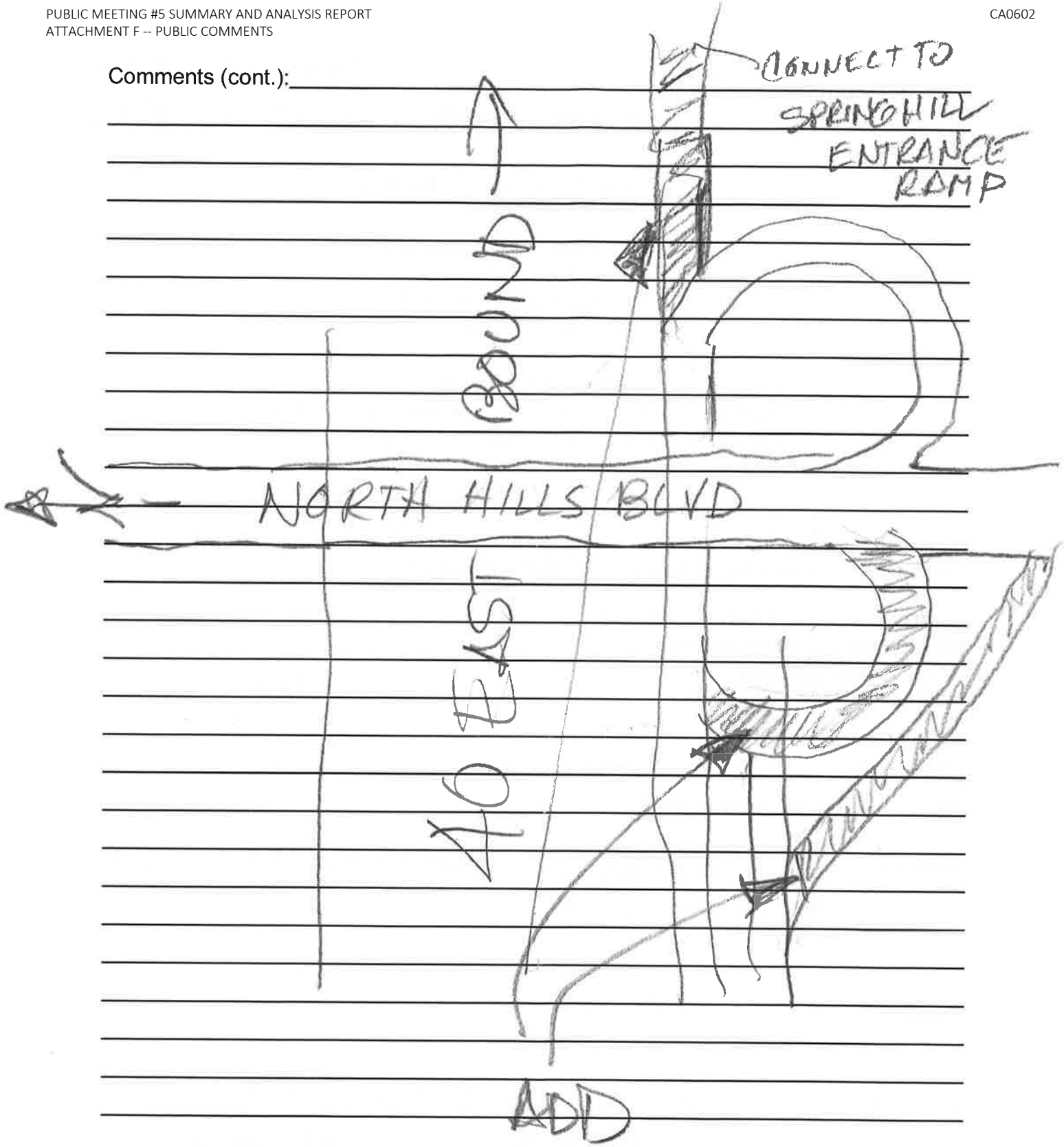
Phone: (501) 340 -6329

E-mail: jharris@afcosteel.com

Comments: PUT IN A LOOP / SOUTHBOUD NORTHILLS TO EAST BOUND I-40 / MOVE ACCESS ROAD EXIT TO SOUTH BOUND NORTH HILLS SOUTH OF NEW LOOP/
SEE THE BACK

(Continued on back)

Comments (cont.):



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(Please Print)

Name : Keith Canfield

Address: 1414 Rock St
LR, AR 72202

Phone: (501) 244 -- 0523

E-mail: kmcanfield@gmail.com

Comments: See Back

(Continued on back)

Comments (cont.):

I have several areas of concern re: Surface Connectivity
1) East/West Connectivity and integration & enhancement of Bike/Ped strategies along 9TH, 6TH, 4TH, 2ND and Pres Clinton.

2) No improvement of the complex and confusing terminus of 630 with surface streets of Hanger Hill.

3) No improvement of Bike/Ped connectivity between Rockefeller & Baker Arts schools

4) Lack of flexibility of alternative transport planning re: River Rail, Pedestrian protected connections

I also have several concerns that are design related:
1) Cost/benefit of maintaining higher travel speeds during rush hour at appox $9 mil per lane mile would indicate the need for fewer lanes.
2) The elimination in 2a of reversible and managed lanes was premature. The -2 scores on conceptual costs seems to be faulty, when compared to the cost of an additional travel lane. What "conceptual cost" figure was used & what was the source? Further, total number of lanes would be reduced so ROW & infrastructure costs would decrease.

Thank you for your response.

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Email: Info@30Crossing.com

(Please Print)

Name : Rachel Furman

Address: 2020 Hinson Loop
Little Rock, AR 72212

Phone: (____) _____--_____

E-mail:

Comments: I am saddened by the short term thinking of the options presented. It is necessary to replace the bridge and address safety issues, but it is not necessary to invite more, higher speed traffic through the heart of two downtowns that up

(Continued on back)

to now have been progressing towards revitalization. We need to invest in options that give commuters a choice in how to get to work, and also invest in making our city a better place to not just work but also live — commuters will not commute by car if they live 3 blocks from their work. It is 2015 and it is past time for our ~~ade~~ highway department and other officials to start thinking about sustainability and not use yesterday's solutions for today's problems.

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(Please Print)

Name : Lee Ann Davis

Address: 509 N. Valentine St.
Little Rock, Ar. 72205

Phone: (_____) _____--_____

E-mail: Leea.davis@AH.net

Comments: Sections to Airport, still an issue to cross lanes, Access to Pine Bluff from 630 still shows limited access. Closing NLR access to Hyw is not a problem at this time should not be eliminated.

(Continued on back)

Comments (cont.):

Unsure of the access from 167 to 30. Schematics are very unclear.

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(Please Print)

Name : Maggie Hogan

Address: 315 Rock St #1303
LR 72202

Phone: (501) 765 -- 7005

E-mail: mhogan@flakecrokelley.com

Comments: I am opposed to the designs for the 3rd street exits @ Clinton. I think making more 1 way streets (2 & 4) go against a vibrant/safe (pedestrian friendly) downtown. I oppose eliminating any

(Continued on back)

Comments (cont.):

portion of the trolley.

I don't understand the need for a CD across I-30 when you have Main & Broadway. ~~Also, it seems I would like to have~~ A pedestrian bridge across Laltarpe would provide a safe crossing.

I work in Downtown & own property there. We need to ~~put~~ provide a way around the city w/o destroying the area ~~area~~ around.

- we don't need ~~a~~ trucks traffic coming through downtown

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Email: Info@30Crossing.com

(Please Print)

Name : Robert Walker

Address: 3224 West Capitol Ave
Little Rock. Ar.

Phone: (501) 912-5215

E-mail: therobertwalker@hotmail.com

Comments: Increased Traffic on I 30 will increase Traffic on 630
630 has no sound barriers. This should be fixed first.
Put in a boat ramp and dock in LR. To balance N LR
Do not eliminate The Trolley.

(Continued on back)

Comments (cont.): 630 should have sound barriers West of the downtown Trench. IT should have been done when built. IT should be done now before additional construction is done anywhere.

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(Please Print)
Name : Neil Sealy

Address: 213 Price
LR, AR 72205

Phone: (501) 346 -- 9617

E-mail: nsealy@arkansascomm.org

Comments: I oppose the 10 lane expansion. I do not believe the AHTD's screening factors are comprehensive and take into account the impact on the local community. The project will cause harm to downtown

(Continued on back)

Comments (cont.): and to adjacent neighborhoods.
The AHTP should replace the bridge and find alternative routes to move traffic and relieve congestion. This includes investing in public transportation.

My organization will research an environmental justice lawsuit + file if the project moves forward.

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Email: Info@30Crossing.com

(Please Print)

Name : Don Pfeifer

Address: 315 Rock St, #1303
LR 72202

Phone: (501) 658 -- 5036

E-mail: pfeiferdon@gmail.com

Comments: I am opposed to the current design. I question the prudence of worrying about dumping interstate traffic into the core of downtown Little Rock. Most major cities route interstate traffic through the center

(Continued on back)

Comments (cont.): core of the downtown area, ~~as~~ rather than ~~dan~~ dumping ~~this traffic~~ it into it, I suggest we move the downtown ~~traffic~~ access & egress to 6th, 9th, or even Roosevelt.

~~Also off.~~

Also, I was told that the current Main Street bridge and the new Broadway bridge could handle all traffic between downtown Little Rock and downtown North Little Rock without relying on the interstate 30 bridge. So why do we need ~~to~~ local traffic lanes on I30?

The downtown areas of Little Rock and North Little Rock have moved vigorously from near demise to very vibrant areas. The current plans will set this back tremendously.

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Email: Info@30Crossing.com

(Please Print)

Name: Richard Butler

Address: 417 East 10th Street Phone: (501) 529 -- 2063
P.O. Box 624
Little Rock AR 72203

E-mail: richardbutlerlr@gmail.com

Comments: (1) Please save and restore what's left of the Broadway Bridge. If it goes away, an alternate river crossing should be built or traffic backup will be unacceptable for at least a year.

(Continued on back)

Comments (cont.): (2) What happens to the east end of Highway 10? (I haven't seen a satisfactory answer to that question.

(3) Save and protect the historic Reichardt House at 12th & Welch in Little Rock.

(4) Don't change any more street names. To do so creates confusion in our local history.

(5) Protect the access to Historic Arkansas Museum by not changing 2nd Street and saving the trolley stop there — This is very important to our local and state heritage.

(6) Publish alternatives that might satisfy long-term vision for this corridor rather than this stop-gap solution which may be totally impractical 40 years from now.

(7) Always keep in mind that downtown Little Rock (& now Argenta) should be a tourist destination. Heritage tourism is a very important potential for our future economic health. (Look to Savannah for its success.)

(8) PROTECT OUR HISTORIC NEIGHBORHOODS AND DOWNTOWN LR AND ARGENTA!

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Email: Info@30Crossing.com

(Please Print)

Name: Coreen Frasier

Address: 10009 Raymond Dr.
Little Rock, AR
72205

Phone: (501) 952-8900

E-mail: FurseCL@sbcglobal.net

Comments: Replace the I-30 bridge, if you must, for navigational purposes and crumbling concrete, but please do not put in 10 lanes across.
Downtown Little Rock has become increasingly liveable with new real estate, new businesses,

(Continued on back)

Comments (cont.): restaurants etc. Encouraging traffic to come through this area could be a big mistake. Putting 10 lanes in, and making a black hole out of a beautiful park area in front of the Clinton Center and tearing out a main artery of public transportation to Heifer & the Clinton School/Library is inexcusable!

Congestion & crashes will just move down the road from this area, and add to an already costly project. A great example is the very expensive Big Rock interchange that was supposed to correct accidents and congestion.

Traffic reports every morning are evidence that this intechange did nothing to stop congestion and crashes.

We need to be moving away from a car-centric city and toward public transportation. Let's do something innovative and not just stay the course with urban sprawl, and more of the same. We need to be leaders in new ideas instead of just following old out outdated ideas.

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Email: Info@30Crossing.com

(Please Print)

Name: Jennifer Bethea

Address: 617 W 24th St
LR AR 72206

Phone: (501) 658 -- 6793

E-mail: jennifer b 67 @ gmail.com

Comments: I am extremely concerned about the impact of this project on our downtown, its businesses, tourism, and citizens. This area is thriving like never before + this project could destroy all the progress that has been made. →

(Continued on back)

Comments (cont.): The comment was made that this plan has to benefit the whole state; however, there are other routes (40, 430, 440, etc) that can be taken by citizens who are trying to avoid the downtown area.

Please do not take our capitol city backwards.

I hope it is not too late to revise the direction of this project.

Thank you.

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(Please Print)

Name :_____

Address: _____ Phone: (_____) _____--_____

_____

_____

E-mail:_____

Comments: We don't NEED this overkill project. This will ruin downtown. Don't make 2nd St a freeway. Use traffic calming measures for people exiting the Hwy.

(Continued on back)

Comments (cont.):

Pedestrians ARE IMPORTANT!

You never think of pedestrians.

Also - bicyclists + TRANSIT!!

Don't rip up the trolley tracks!!

Design/Build/Finance is a HORRIBLE IDEA!!!

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Email: Info@30Crossing.com

(Please Print)

Name : Tonya Stafford

Address: 8706 Shelley
Little Rock, AK
72209

Phone: (501) 565-1449

E-mail:

Comments: The Project is little Confusing I think there should be more info for the public on down the road. It is a very expensive project that will take away good from

(Continued on back)

Comments (cont.): downtown Little Rock and cause more problems for residents and metro buses. Please let the public be able to vote on this important matter

Sincerely
Tonya

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116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : JOE JACOBS

Address: 9 ERINWOOD DR.
LITTLE ROCK, AR
72227

Phone: (501) 707 -- 5989

E-mail: joe.jacobs100@gmail.com

Comments: ~~IT WOULD~~ THIS WILL HURT THE CITY, ENCOURAGING MORE FLIGHT FROM DOWNTOWN. FIRST BY RESIDENTS ~~AND~~ FOLLOWED BY BUSINESSES. TURN I-30 FROM I-630 TO I-40 INTO A BOULEVARD AND TURN I-440 INTO I-30 ALLOWING THOSE PASSING THROUGH TOWN (TRUCKS & TRAVELERS)

(Continued on back)

Comments (cont.): TO ~~GO~~ BY-PASS THE CITY.

CAP
www.ConnectingArkansasProgram.com

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

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(Please Print)

Name: Harrison Maddox

Address: 1742 Lilac Circle
Little Rock, AR
72202

Phone: (501) 316 -- 8343

E-mail: hmaddox987@gmail.com

Comments: Widening to 10 lanes seems a step in the wrong direction, especially when it impedes public transit routes. Progressive cities invest in transit and bike/ped infrastructure while avoiding major thru-ways

(Continued on back)

that diminish quality of life downtown.

The cost of a project like this is too high, especially given the many drawbacks. It's time to get more creative than just adding lanes to everything in sight – it's simply not sustainable.

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(Please Print)

Name : Brooks Cato

Address: 2223 S. Spring
LR, AR 72206

Phone: (501) 569 -- 1236

E-mail:

Comments: While I appreciate the complexity of the issue of traffic flow and transportation, it seems the I-30 proposed expansion has done an extraordinary job of maximizing the flow of traffic to the detriment of Little Rock itself. From the considerable efforts to improve the walkability of the city to the going international

(Continued on back)

impact of the Clinton Library, the School of Public Service, Heifer International, and the building application of the Little Rock Accord, Downtown Little Rock has become a city of which Arkansans can be proud. The proposed 8 or even 10 lane expansion insures the flow of traffic away from our city while doing great damage to the recently revitalized downtown. Businesses, schools, churches, parks, restaurants, parking, pedestrian routes, and bike lanes will bear the brunt of this effort and the people of Little Rock will pay that cost, especially as our pending 10 lanes funnel into the heart of Little Rock.

Please, please, please reconsider. Please take ~~the time to~~ into account what kind of cities draw people in, what kind of powerful and effective roadways create space for vibrancy and growth. Please do not gut our city with the goal of expediency.

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(Please Print)

Name : Rebecca Cato

Address: 2223 S. SPRING ST.
LITTLE ROCK, AR
72206

Phone: (501) 773 -- 1525

E-mail: RLM.CATO@GMAIL.COM

Comments: This project seems to blatantly disregard the needs of people in downtown LR - pedestrians, cyclists, tourists, workers. I understand the impulse of the AHTD to focus on moving cars from one place to another as quickly as possible, but it is a

(Continued on back)

Short-sighted mission. Safety is crucial, but that includes the safety of pedestrians and people on bicycles. I would be happy for the bridge to be fixed, but not expanded. I would be happy for safety to be increased, but there are better ways. The hundreds of millions of dollars proposed in this project could be better used (and less of them used!) to create mass transit to reduce congestion. Arkansas should be focused on creating a better life for its citizens, and Little Rock should rightly be focused on its citizens. This project would significantly damage quality of life for citizens of Little Rock, especially those living downtown. We should not make this mistake again.

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(Please Print)

Name : Kate East

Address: 315 Rock St
Little Rock, AR
72202

Phone: (501) 258 -- 2618

E-mail: kate@amr-architects.com

Comments: I would like to see more time ~~to~~ spent studying alternate options. The Studio Main letter sums up many of my points. We need a comprehensive transportation plan.
At the very least we need to take the time to

(Continued on back)

fix existing problems such as the Lattarpes/Markham intersection without cutting off River Rail access to East of I-30.

I have not seen any studies where this approach actually works to solve longterm transportation issues in a city & before this money is spent we need to do due diligence in examining more options.

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Email: Info@30Crossing.com

(Please Print)

Name: Bernadette Rhodes

Address: 724 W. D Ave
NLR AR 72116

Phone: (501) 553 - 7295

E-mail: bernadette.gunn@gmail.com

Comments: I do not believe the 10-lane option is in the best interest of the citizens or businesses in NLR or downtown LR. AHTD needs to invest in all highways in its system, including alternative transportation

(Continued on back)

like public transit, biking and walking.

We need to make our communities desirable from within - NOT just easier to bypass at top speeds.

We need a boulevard or greenway alternative between I630 and I-40.

I understand your need to plan for future traffic volumes and patterns.

However, I think you are over-building for the transportation trends of the future.

Building so many lanes will only encourage MORE traffic and congestion.

Please keep the interstate width as-is at 6 lanes, or 8 lanes MAX.

Please do not build a 10-lane highway through our community.

Thank you for hearing me.

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(Please Print)

Name : Javier Ortiz Silva

Address: 3802 Kavanaugh Blvd.

Phone: (501) 416 65 -- 95

E-mail: jxortiz07@gmail.com

Comments: Keep the trolly line since it's an investment for future visitors. The Clinton Library has helped downtown grow, it benefits from a continued trolly access. The Cumberland Street between 2nd and 3rd street can be blocked from pedestrians. Makes it safer and keeps parking along 2nd Street and 4th street >>

(Continued on back)

Comments (cont.): available. Downtown Little Rock, is flourishing and anything that is done should help people find parking space. Also, with the inclusion of more lanes added to I-30, there should be (sound barriers) walls put along the Hwy close to downtown and further I-30 close to Roosevelt.

I think that we would benefit from the future addition of bus transit corridors that could serve commuters from North Little Rock, Sherwood, Maumelle, and Jacksonville. ~~Personally~~ Personally, I would enjoy the option to drive less.

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(Please Print)

Name : Robert Walker

Address: 3224 West Capitol
N.L.R.
72205

Phone: (501) 912 5215

E-mail: Therobertwalker@hotmail.com.

Comments: Put in a boat ramp and dock to match NLR and to provide emergency access for accidents sure to happen.
Put in an access path under the bridge for easy access to structure to

(Continued on back)

allow daily inspection for degradation, corrossion and defects. Keep it unlocked on both ends and post a telephone number to call in defects so citizens can report observations instantly. Make it wheelchair and bicycle ~~acc~~ accessible.

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(Please Print)

Name: James Britt

Address: 14015 Windsor Rd.
Little Rock AR 72212

Phone: (501) 912 -- 1449

E-mail: jobritt@sbcglobal.net

Comments: I think the I-30 widening at the Ark. River is too detrimental to our River Market & Clinton Library tourist area and does it improve liveability in downtown LR. I suggest shunting through traffic from Texarkana to Memphis via I-440. Widen I-30 between I-630 and I-440 to get traffic out of LR.

over

(Continued on back)

We are just encouraging people to live farther away from downtown and where they work. American Airlines magazine features Vancouver Canada and shows people walking and bicycling, not 8-10 lanes of concrete. It says towns across the US from San Francisco to St. Louis to Syracuse NY are taking out urban core freeways and replacing them with pedestrian friendly blvds. Let's not concrete over our LR walkable district. Maybe a light rail system needs to be considered again.

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(Please Print)

Name: James Henry

Address: 2224 S. Summit St.
Little Rock, AR 72202

Phone: (501) 351 - 5071

E-mail: james.henry90@gmail.com

Comments: The 10 lane CID plan seems like a good solution. HOWEVER, I have concerns about what it will do to the trolley and the Cantrell Rd. exit. To me, maintaining the existing traffic pattern and eliminating the traffic on Cumberland St. I am strongly

(Continued on back)

Comments (cont.): opposed to removing the trolley line to the Clinton Library since this is a major asset to tourism in our city. I am also against taking any current businesses by eminent domain since downtown is flourishing now - we shouldn't mess with it!

Also, I think you need to strongly consider putting sound barriers in with the additional lanes. I already hear I30 from my house 2 miles away near the fairgrounds. Even if it's not loud close up, it penetrates to the hilltops of the Central High Neighborhood and througout the SoMa neighborhood.

Finally, I think we need to plan for the 21st Century and take public transit into account. I am 24 years old and people from my generation don't like living in cities where driving a car is the only option. We need to make Central Arkansas more attractive by adding a dedicated bus rapid transit corridor in the middle lane of the highway (functions like a metro train but takes less $ to build.) PLEASE work with Rock Region Metro to incorporate this idea into your plan (or at least make it a possible option to be done in years to come).

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(Please Print)
Name : Cary Tyson

Address: 801 N Van Buren
LR, AR 72205

Phone: (501) 425 - 1437

E-mail: carytyson@gmail.com

Comments: This expansion is unwise. It is urban renewal II killing neighborhoods, downtown & promoting white flight. It is a solution to a non-problem. Traffic such that it is, only exisist for LR in the Am. &

– over –

(Continued on back)

1 hr in the PM. This hardly justifies the project or expense. Please do not do this. Focus on other ~~model~~ modes of transportation, from light/fixed rail to a more 21st century approach. This undermines all progress made in core commercial & neighborhood growth

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(Please Print)

Name: KATIE EISENHOWER

Address: 800 NORTH ST #61
LITTLE ROCK, AR. 72201

Phone: (501) 240 - 7405

E-mail: katherineeisenhower@gmail.com

Comments: I'd love to see: HOV lane
Dedicated Bus Lane
Light Rail
streetcar route NOT ended

(Continued on back)

I'm concerned that my walk/run down Pres. Clinton Avenue will be under a concrete roof... or not accessible at all.

The plans as suggested will DISCOURAGE people from stopping/going to downtown CR. We've seen such great development downtown... I'm afraid this will SQUASH the lovely revitalization.

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(Please Print)
Name : Boyd Maher

Address: 5116 Glenmere
NLR 72116

Phone: (501) 812 -- 4487

E-mail: boyd.maher@att.net

Comments: As someone who commutes daily through the study area, I have deep reservations about the proposed 8 + 10 lane alternatives. I'm very concerned about the potential impact

(Continued on back)

Comments (cont.): on historic resources and on the vitality of downtown LR. I submit that the proposals for bridge rehabilitation, traffic management, alternative modes, etc. were removed from consideration far too soon. I'd proposed that some combination of these 6-lane alternatives could accomplish most of the goals + objectives for this project at a fraction of the cost. I'm also concerned that the predictive models for traffic flow in 2041 are drastically underestimating the potential for induced demand.

Thanks AHTD for all your hard work + thanks for reading my comments!

-Brad

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www.ConnectingArkansasProgram.com

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(Please Print)

Name: Allie Freeman III, Chair RockRegion Metro

Address: 303 Arthur DR.
L.R., AR. 72204

Phone: (501) 773 -- 1926

E-mail: allie.freeman

Comments: I think that Hwy Dept. needs to continue to work with agencies like RockRegion Metro and Downtown partnership et al., to develop alternatives to current design of the I-30 project. River Rail would negatively imparted on 3rd street, and that needs to be reviewed. It's about long term development in the areas that River Rail serves east of I-30 on third street and also what about FTA funds that could be effected. If River Rail projects in the future need assistance from FTA, would the FTA want to fund those projects after having to

(Continued on back)

relocate river rail during this process. My point is highway dept, Rock Region Metro both access FTA funds. These funds may not be available in the future. Finally, what about the parking areas under the overpass headed toward the Clinton Library? If this is all green space, then what alternative parking areas are available.

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(Please Print)

Name: JIM WAKEFIELD

Address: 316 AUBURN DR.
LITTLE ROCK, AR
72205

Phone: (501) 664 -- 0232

E-mail:

Comments: MUCH OF THIS IS FOLLOW THE "EXPERT" ~~[illegible]~~ PARTY LINE. FORGET KEEP IT SIMPLE AND EFFICIENT. MAKE IT MORE COMPLICATED AND AS COSTLY AS POSSIBLE. "WE MUST TURN RIGHT BEFORE WE CAN LEFT." ~~[illegible]~~ ACCORDING

(Continued on back)

Comments (cont.): TO ONE OF YOUR CONSULTANTS. (WHAT EVER YOU ARE PAYING HIM, YOU SHOULD SAVED THE MONEY) THIS WAS IN REGARD TO HAVING EAST I-40 to NORTH 67 TRAFFIC TURN RIGHT BEFORE GOING UP AND OVER INSTEAD OF SIMPLY TURNING LEFT.

MY BIGGEST OBJECTION IS CLOSING THIRD STREET AND ELIMINATING THE TROLLEY LINE EXTENSION.

ANOTHER ASSININE SCHEME IS CLOSING LA HARPE - SHIFTING FROM LIMITED ACCESS WITH TWO CROSS INTERSECTIONS TO SURFACE STREETS WITH TEN CROSSINGS (ONE A RIGHT TURN) & BETWEEN SECOND/CUMBERLAND AND STATE/LA HARPE.

IF THERE IS CONCERN ABOUT PEDESTRIAN TRAFFIC AT MARKHAM/CUMBERLAND, GO BACK TO THE DENVER(?)/"CHICKEN WALK" AND STOP ALL VEHICLES IN ALL DIRECTIONS BETWEEN NORTH/SOUTH AND EAST/WEST TRAFFIC CYCLES.

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(Please Print)

Name : Clinton Sanders

Address: 12121 Timber Creek Phone: (501) 851-0234
No. Little Rock, AR 72118

E-mail: clintonsanders@sbcglobal.net

Comments: As a member of First Baptist Church 811 S.A. Jones Dr. N.L.R., Ark. I am concerned w/ the lack of access to I-30 West from our Church Services (w/ 1000 members and special activities.
As proposed, it appears that the proposal is

(Continued on back)

Comments (cont.): To eliminate entrances ramps from Jones Street, Bishop Lindsey + Curtis Sykes. I envision consider traffic trying to get through neighborhoods to East Broadway to turn around.

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Email: Info@30Crossing.com

(Please Print)

Name : ALEXANDER DEPRIEST

Address: 424 MIDLAND ST.
LITTLE ROCK
72205

Phone: (_____) _____--_____

E-mail: quidovid@gmail.com

Comments: I AM CONCERNED AT THE LACK OF INTEREST THESE PLANS SHOW TOWARDS THE PEOPLE WHO LIVE AND WORK IN L.R. + N.L.R. AND HOW THEY WILL BE ABLE TO ENJOY DOWNTOWN ONCE THERE IS A SUPER HIGHWAY RUNNING THROUGH.

(Continued on back)

Comments (cont.): I CANNOT COMPREHEND HOW GOING MASSIVELY INTO DEBT TO FIX A 'CONGESTION' PROBLEM THAT BARELY EXISTS IS A BETTER OPTION THAN A NO-BUILD, FIX THE BRIDGE OPTION.
OTHER CITIES IN THE U.S. ARE PUTTING AVAILABLE FUNDING INTO NON-AUTOMOBILE MODES.
WHY AREN'T WE?!
I WANT MY CITY TO MOVE FORWARD, NOT BACKWARD, AND THE HIGHWAY DEPARTMENT SEEMS TO NOT CARE.

THANK YOU.

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Sarah Kinser

Address: 3805 Pope Ave.
North Little Rock, AR
72116

Phone: (501) 317 -- 8090

E-mail:

Comments: I have serious concerns about the impact of expanded lanes on the connection between the areas east and west of the interstate. A dark, noisy bridge will deter travel from one side of downtown to the other. The current plan seems

(Continued on back)

Comments (cont.):

entirely car oriented, with little consideration for public transit, pedestrians, cyclists and other alternative transportation. I commute daily from North Little Rock to my job in downtown Little Rock, crossing the I-30 river bridge and driving in the rush hour traffic this proposal is intended to address. Frankly, alleviating the minor inconvenience of slow morning and evening traffic is not worth decimating our lovely, thriving downtowns (in LR and NLR). Please consider some alternatives that will preserve and expand our streetcar and respect the homes and businesses lining the I-30 corridor. And please consider some plans that emphasize and encourage alternative modes of transportation. I'd much rather bike or take public transit for my daily commute than drive my car - it's not a viable option yet, but if this plan is executed with care, it could be!

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : CHARLES PENIX

Address: 4214 FAIRVIEW RD
LITTLE ROCK, AR 72205

Phone: (501) 580 -- 3355

E-mail: cpenix@cromwell.com

Comments: WOULD LIKE TO SEE GOOD PEDESTRIAN, BIKE, + SLOW TRAFFIC CONNECTIONS AT ALL STREETS CONNECT EAST SIDE OF I-30 TO WEST SIDE: BIKE LANES, SIDEWALKS, LIGATING, LANDSCAPING, etc. WOULD PREFER N + S BOUND LANES

(Continued on back)

Comments (cont.):

TO BE SEPARATED TO ALLOW DAYLIGHT BETWEEN. NEED PARK SPACE INVITING TO PEDESTRIANS BENEATH BRIDGES & ROADWAYS: PARKS, BASKETBALL COURTS, SKATE PARKS, FARMERS MARKET, FLEA MARKETS, FOOD TRUCKS, etc.

CAP
www.ConnectingArkansasProgram.com

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Dennis Pevey

Address: 112 W. 3rd St
Little Rock, AR
72201

Phone: (985) 969 -- 1901

E-mail: dennis.pevey@estemlr.net

Comments: This is ridiculous that this meeting did not allow for an actual presentation or forum for the public to ask questions or raise concerns. This appears to be just a sham meeting where the Public's input is not valued. I am highly dissatisfied w/ this meeting and believe that it is bias against under represented minority groups that

(Continued on back)

Comments (cont.): could be impacted by this project.

Some Members of the community lack the written communication skills to express their views and this meeting does not provide them w/ a voice

I have serious concerns about the impact of this project on the community and the organizers of this event refuse to recognize those concerns.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

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RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : KATHY WELLS

Address: BOX 777
LR
03

Phone: (501) 560 -- 6918

E-mail: KATWELLS@EARTHLINK.NET

Comments: NEEDS REVISION! DON'T BORROW! DON'T PUT #10 ON 2nd 4th CHESTER STREET

See Attached letter

(Continued on back)

Coalition of Greater Little Rock Neighborhoods
An Advocate of Quality City Neighborhoods
http://groups.yahoo.com/group/LRNeighborhoods
www.lrneighborhoods.org
President Kathy Wells * P. O. Box 777, Little Rock, AR 72203 * 501-960-6918

October 22, 2015
Connecting Arkansas Program
Ark. Department of Highways and Transportation
P. O. Box 2261
Little Rock, AR 72203

Dear Sirs:

The proposed I-30 expansion plan undergoing public comment at today's meeting needs revision. Please provide alternatives that keep within funding available and do not borrow any money for this project. Tell advocates for the 10 lanes and the speedier traffic flow resulting from this that the Ark. Highway Dept. cannot afford to do this. Our aging population is living with declining income; so must our highway system. Future trends indicate greater losses in revenues, as cars become more efficient, and people choose to use the bus, the bicycle, or simply to walk to and from their jobs. Members of the Coalition of Little Rock Neighborhoods want public works that live within our means.

We do not want a project that shifts the problem down the road – literally. If I-30 is widened to 10 lanes, then that flow chokes at the I-630 junction – and pressure arises to widen I-630. Our members oppose any widening of I-630. We live with damage harming our neighborhoods from the construction of the freeway originally.

We also want to learn about the other alternatives the second consultant provided; only one has been made public. Let's look at all the options under discussion. Let's not waste money invested already; change the plan so that no trolley lines are demolished or relocated – that saves $15 million. We should not toss aside 100,000 tourist trolley riders annually, nor access to the attractions of the Clinton Presidential Library and Heifer International.

It's fine for the city to take over LaHarpe Blvd., and remove this from the Highway 10 system, so future development is guided from City Hall. However, we should not force a connection from I-30 to Hwy. 10 elsewhere. That Highway 10 loop across the Central Business District, west along Second from I-30, to Chester St., then east back along Fourth to I-30, would be very harmful to the redevelopment of the area. Loss of curbside parking would harm business; a lot of intersections would become highway crossings, and put pedestrians at greater risk of injury.

We do need to protect pedestrians at the Cumberland & Clinton Ave. intersection; give us alternatives to this proposal. We do need a new Arkansas River bridge, since the present one cracked. Do not make this 10 lanes wide. More air pollution will result, harming the health of vulnerable children and the elderly.

Yours Truly,

Kathy Wells

Kathy Wells
President

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: HARRY LOUCKS

Address: 1612 S. SPRING ST
LITTLE ROCK, AR 72206

Phone: (501) 372-5016

E-mail: hdloucks@gmail.com

Comments: LUNACY - YOU SAID THIS WOULD NOT BE CONTINUING THE THINKING THAT SPLIT THE CITY WHEN YOU GAVE US I-630 BUT THIS IS THE SAME. IT WILL HURT DOWNTOWN -- I HOPE YOU READ REP MARICK SABLIS STATEMENT, STUDIO MAIN'S LETTER & MINE (ATTACHED) & CONSIDER FIX THE BRIDGE. DONT WIDEN - 10 LANES WILL WORK ONLY AS LONG AS IT TAKES to FILL IT. THEN... HOW WILL YOU EMPTY THE 10 LANE PARKING LOT, YOU WILL THEN COME BACK FOR MORE $ TO WIDEN I-630 - YUCK!

(Continued on back)

Downtown Neighborhood Association
I-30 Task Force

WE BELIEVE

THIS

"October 22" Highway Plan

Will Harm Downtown

!

DON'T TROMP ON DOWNTOWN

This inconsiderate thinking, is a CONTINUANCE of the same shortsighted thinking that divided the city in the 1960's with I-630.

That plan hurt us. This Oct 22 plan, would kill the Renaissance we are finally beginning to experience downtown.

If their plan works, trips from East to West and West to East will be remembered for having robbed our downtown of Function, Charm, Livability and Joy,
...a Highway Robbery.

**********COME to the meeting OCTOBER 22**********
Stop it,...
STOP THEM.

Join our voices OCT 22 6:00 PM at Friendly Chapel Church of the Nazarene (Gym)- 116 S. Pine Street NLR- **Tell our leaders of your objections** littlerockdna@gmail.com / 501-372-5016 or 501-563-1411
facebook:Improve30crossing

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Robin Houcks, President, Downtown Neighborhood Assoc.

Address: 1812 Spring Street
Little Rock AR 72206

Phone: (501) 372-5016

E-mail: rwloucks@gmail.com

Comments: ① Please see the attached flyer
② Please see the letter from Studio Main President Chris East of which I am a co-signer. Please heed the dismay and anger this short sighted plan has generated and replan accordingly

(Continued on back)

Comments (cont.): Consider working with Metroplan and listening to them

Bued a new bridge – Bued the North Beet as planned.

Channel people by the airport But please do NOT kill downtown Little Rock.

Please note what state Rep Warrick Sabin has to say.

For one, please listen.

Other cities around the Country and around the world are RE thinking how to build freeways. Please have a bigger more creative vision to this planning.

CAP
www.ConnectingArkansasProgram.com

Downtown Neighborhood Association
I-30 Task Force

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facebook:Improve30crossing

October 21, 2015

Arkansas Highway and Transportation Department:

Please consider readying my thoughts on the I-30 expansion from a tourism perspective.

Tourism is the second largest industry in Arkansas behind agriculture. And while most everyone realizes just how important agriculture is to our livelihood on a daily basis, people many times do not stop to think about how important tourism is to a community. It's not all about taking trips, spending money, and enjoying life. Being a second generation tour operator, I've gained a lot of perspective as to how important tourism is to attracting industry, attracting jobs, and attracting people to move to your city. Because without a healthy tourism infrastructure, your city will have a hard time growing. And without growth, you have less tax dollars for education, less property values, and young people with fresh ideas leaving for other Cities.

Many people have worked very hard in downtown Little Rock/NLR over the past 15 years to help build an attractive Capitol City core that is safe to live, offers walkable/bikeable amenities, and will attract people and jobs to our City and State. We are finally growing a Capitol City that the entire state can be proud of.

I am extremely concerned by the plans in place at the Arkansas State Highway and Transportation Department to change I-30 from six lanes to ten lanes through the middle of downtown Little Rock. This at a time when the AHTD is admittedly quickly running out of money and has trouble keeping up with the infrastructure maintenance we already have in place. Plus, engineers have said that this addition will cause a ripple effect which will eventually cost our community 4 billion to fix. Can we really mortgage off our children's future? Not to mention the fact that many progressive and growing cities are trying to find ways eliminate interstates from their downtowns completely.

What started out as a project just to replace a failing I-30 bridge has turned into additional lanes to solve a problem that only exists during 1 hour of any day (Rush hour b/w 5-6pm). By speeding traffic through downtown, Little Rock will become less desirable of a city to visit. It has been proven that the faster traffic moves, the less likely visitors are to stop and visit. Did I mention tourism is the State's second largest economy? And the huge divide it will cause right through the heart of the River Market, tearing up much of Clinton Presidential Park and separating a growing East Little Rock (Heifer, Rocktown Distillery, future Estem School, Lost 40 brewing, and our biggest tourism draw - the Clinton Library).

Please folks, consider tabling this most important decision and let's instead, use this opportunity to galvanize energy in discussing new ideas and alternatives. Downtown is the lifeblood of any great, growing city. This is our opportunity

to start discussing new ideas, fresh thought to fix a broken system. We can attract jobs and people to our city and state. We already have so many great things in place. Hope you'll consider.

As I am not an engineer, I'm not going to offer specific ways to improve upon this project. But I will say that I hope you will consider the following:

- **Consider fixing the I-30 Bridge without spending any more money on lane additions. At the very least, compromise at the max of 8 lanes total. But again, I would hope to keep the six lanes.**
- **Consider improvements to the underpasses so as to connect the River Market to the Clinton Library and a growing east Little Rock. Consider getting Entergy to light up the underpasses that enhances the environment and creates a place inviting to the public and visitors. Something that enhances the underpasses during day and night.**
- **Consider using the outer ring interstate system for all through truck traffic. Through trucks should never touch I-30 Bridge, instead divert and use I-440, I-430, I-40, and the east/west south LR portion of I-30.**
- **Consider all alternative transportation options. If engineers are saying this is a 4 billion dollar quagmire, we have a lot of options on the table at that point. Light Rail, Busses, Boulevards, etc.**
- **Consider adhering to Little Rock and North Little Rock's Bike master plan and provide for bike lanes, trails, and sidewalks where appropriate. The Arkansas River Trail runs right under the I-30 Bridge and please accommodate during and after construction.**
- **Consider revamping a safer intersection configuration at Cumberland and 2nd Street where the entrance from Hwy 10 connects to I-30 Bridge.**
- **Consider eliminating using Cantrell road as Hwy 10 in the downtown district, so the City can eventually use as a park.**

Thanks for your time and consideration. And thanks for hopefully stalling this project in order for thoughtful and considerate dialogue.

Jeremy Lewno

Downtown Little Rock Property Owner and Business Owner

300 E. 3rd Street Unit 1307

Little Rock, AR 72201

Connecting Arkansas Program

From: Jennifer <jenniferb67@gmail.com>
Sent: Wednesday, October 21, 2015 1:55 PM
To: info@30crossing.com
Subject: I-30 Project

I am writing as a concerned citizen to request that you reconsider the plans to expand I-30 near downtown.

I understand that the river bridge needs to be replaced, but I am extremely concerned about the impact an I-30 expansion would have on the downtown of our city, which is currently experiencing a wonderful revitalization. I live downtown and every day see citizens and tourists alike enjoying the River Market, Riverfront Park, and the various pedestrian bridges via a lovely stroll or bike ride down President Clinton Avenue. People from all over the city come to enjoy this area. The bicycle trails which run through his area have brought a great deal of positive attention to our city from all over the country.

Sadly, the planned expansion would destroy this area, hurting local businesses, tourism, economic growth, and our citizenry's enjoyment of this beautiful and thriving part of their city. In addition, the area east of I-30 is thriving with an unprecedented addition of new businesses. It would do these business owners and their customers a great disservice to cut off this area from the rest of downtown.

I have lived in Little Rock all my life and have never been more proud of my hometown than I am right now. I encourage you to find a way to address traffic flow that does not destroy the heart of our beautiful city.

Thank you,

Jennifer Bethea
617 West 24th Street
Little Rock, AR 72206

PS: My state representative, Warwick Sabin, shares my point of view on this topic. Please see his statement here: http://www.wsabin.org/index.cfm?fuseaction=news.details&ArticleId=20

Connecting Arkansas Program

From: tmikulan@yahoo.com
Sent: Wednesday, October 21, 2015 1:28 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: TC -tmikulan@yahoo.com

Warwick Sabin makes an excellent comment that we should be encouraging people to live in Little Rock, not drive by it. The proposed I-30 expansion would restrict access to many of downtown's attractions such as Heifer International, the Central Arkansas Library System, the restaurants and shops on Third Street, the River Market District, etc. Traffic is inevitable in a developing city- creating 10 lanes of interstate will not fix the problem. It will only create new ones, such as making it easier for people to choose to live in other surrounding towns instead of Little Rock, which hurts Little Rock's economy. It will also hurt businesses in the River Market area, which seems silly to do when so much redevelopment has already happened in the River Market district. Please reconsider the "30 crossing" change.

Connecting Arkansas Program

From: Johnnie Chamberlin <johnnie.chamberlin@gmail.com>
Sent: Wednesday, October 21, 2015 8:11 AM
To: info@30crossing.com
Subject: Public Comment on 30 Crossing plans

To Whom It May Concern,

I am writing in opposition to the proposed widening of I-30. I am in favor of spending some of that money repairing and maintaining this section of the interstate and using the rest to help cover maintenance and repair of bridges and roads throughout the state. I am aware that funding for highway projects comes from different pools, but there is something wrong when I hear AHTD complaining about the highway budget being in trouble (and asking for money from education or elsewhere) and then read about huge proposals like this one and widening of I-630.

Arkansas has the 12th largest highway system in the country, while ranking 29th and 32nd in population and area respectively. We have already overbuilt and it is clear that didn't solve the traffic problem. In fact, traffic engineers have recognized for decades now that widening highways rarely improves traffic in the long-term. States with wiser road planners have even started removing some highways.

Widening I-30 based on future traffic projections is a mistake that will negatively impact the quality of life and aesthetics of downtown Little Rock. It won't improve traffic for any longer than it will make it a nightmare during construction and it may only shift bottlenecks around in its current design. Do we want to encourage sprawl and promote long commutes or do we want to promote walkability and smart growth? Given that this project would harm trails and rail transit while allowing more people to drive into downtown from 40 miles away, it is clear what your current objectives are and I would encourage you to change.

-Johnnie Chamberlin

Connecting Arkansas Program

From: Bobby's Bike Hike <explorelr@bobbysbikehike.com>
Sent: Thursday, October 22, 2015 8:22 PM
To: info@ConnectingArkansasProgram.com
Cc: Scott.Bennett@ArkansasHighways.com
Subject: I-30 Crossing Recommendations

Arkansas Highway and Transportation Department:

Please consider readying my thoughts on the I-30 expansion from a tourism perspective.

Tourism is the second largest industry in Arkansas behind agriculture. And while most everyone realizes just how important agriculture is to our livelihood on a daily basis, people many times do not stop to think about how important tourism is to a community. It's not all about taking trips, spending money, and enjoying life. Being a second generation tour operator, I've gained a lot of perspective as to how important tourism is to attracting industry, attracting jobs, and attracting people to move to your city. Because without a healthy tourism infrastructure, your city will have a hard time growing. And without growth, you have less tax dollars for education, less property values, and young people with fresh ideas leaving for other Cities.

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I am extremely concerned by the plans in place at the Arkansas State Highway and Transportation Department to change I-30 from six lanes to ten lanes through the middle of downtown Little Rock. This at a time when the AHTD is admittedly quickly running out of money and has trouble keeping up with the infrastructure maintenance we already have in place. Plus, engineers have said that this addition will cause a ripple effect which will eventually cost our community 4 billion to fix. Can we really mortgage off our children's future? Not to mention the fact that many progressive and growing cities are trying to find ways eliminate interstates from their downtowns completely.

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Please folks, consider tabling this most important decision and let's instead, use this opportunity to galvanize energy in discussing new ideas and alternatives. Downtown is the lifeblood of any great, growing city. This is our opportunity to start discussing new ideas, fresh thought to fix a broken system. We can attract jobs and people to our city and state. We already have so many great things in place. Hope you'll consider.

As I am not an engineer, I'm not going to offer specific ways to improve upon this project. But I will say that I hope you will consider the following:

- **In direct regards to the plans shown, please consider routing Hwy 10 traffic via I630 to Chester Street. Use Chester to connect Hwy 10 to I-630 and eventually to I-30. Why divert traffic through the middle of downtown? To me, doesn't make sense.**
- **In direct regards to the plans shown, if you must run Hwy 10 directly through downtown (which again, I don't agree with), then I like the 2nd and 4th street ideas. My question would be why do we need 3 lanes in each direction? Especially considering La Harpe is currently 2 lanes in each direction. I like the 2nd and 4th Street ideas but I would suggest 2 lanes in either direction plus other traffic calming measures to make sure cars do not speed through our highest density pedestrian zone. The lights can be spaced apart to slow traffic.**
- **In direct regards to the plans shown, there needs to be much more consideration for pedestrians on Cumberland, between 4th street to President Clinton Avenue. As the AHTD is well aware, President Clinton Ave and Cumberland has the highest pedestrian accidents in the state. In the 2nd and 4th street ideas, this particular intersection is addressed. But we also need to address pedestrian traffic on Cumberland between 2nd and 4th. PEDESTRIANS MUST BE CONSIDERED! DOWNTOWN LIVABILITY IS ON THE RISE, and needs to be addressed.**
- **Consider fixing the I-30 Bridge without spending any more money on lane additions. At the very least, compromise at the max of 8 lanes total. But again, I would hope to keep the six lanes.**
- **Consider adding underpasses so as to connect the River Market to the East of I-30 and a growing East Little Rock. I've seen the plans, and the idea that the only connections will be on President Clinton Ave and 6th Street is FAR TOO LITTLE. We need another connection from River market to East Little Rock at 3rd Street or Capital Ave at the very minimum.**
- **Consider improvements to the underpasses so as to connect the River Market to the Clinton Library and a growing east Little Rock. Since the I-30 crossing runs right through the middle of the tourism district of the River Market and splits up the restaurants/hotels from the Clinton Library. Please consider making sure the underpasses are well lit, maybe have Entergy light up the underpasses like they lit up the bridges. And add other features that allow for a safe crossing, both day and night.**
- **Consider using the outer ring interstate system for all through truck traffic. Through trucks should never touch I-30 Bridge, instead divert and use I-440, I-430, I-40, and the east/west south LR portion of I-30.**
- **Consider all alternative transportation options. If engineers are saying this is a 4 billion dollar quagmire, we have a lot of options on the table at that point. Light Rail, Busses, Boulevards, etc.**
- **Consider adhering to Little Rock and North Little Rock's Bike master plan and provide for bike lanes, trails, and sidewalks where appropriate. The Arkansas River Trail runs right under the I-30 Bridge and please accommodate during and after construction.**
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- **Consider eliminating using Cantrell road as Hwy 10 in the downtown district, so the City can eventually use as a park.**

Thanks for your time and consideration. And thanks for hopefully stalling this project in order for thoughtful and considerate dialogue.

Jeremy Lewno
Downtown Little Rock Property Owner and Business Owner
300 E. 3rd Street Unit 1307
Little Rock, AR 72201

Jeremy Lewno, Director of Operations
Bobby's Bike Hike - Little Rock
Bicycle Tours, Rentals, & Urban Adventures
Shop Phone: 501-613-7001

Web I **Facebook** I **Twitter**

Connecting Arkansas Program

From: Larry Benfield <larrybenfield@mac.com>
Sent: Thursday, October 22, 2015 7:30 PM
To: info@ConnectingArkansasProgram.com
Subject: The I-30 bridge project

I want to say that although I certainly want a safer and better I-30 bridge across the Arkansas River, I am very much opposed to a project that would widen the road, take away valuable land from an urban setting, and divide the downtown area into an east and a west that cannot be easily bridged. The state of Arkansas needs to be working on uniting the downtown area and focusing on ways that people can travel rather than simply focusing on more lanes for cars. To focus only on what is good for automobiles is shortsighted and reflects traffic polices that are fifty years old

We need to value pedestrians, bikers, and mass transit in our city's chief urban core, not simply building more lanes of traffic that rush people through the area while killing our neighborhoods. The ideas as so far presented are detrimental to the long-term health and well being of our urban areas. These are proposals that benefit road construction companies, not our citizens and the improvement in quality of life that we so desperately need.

Larry Benfield
Bishop of the Episcopal Church in Arkansas

Connecting Arkansas Program

From: rsethi80@hotmail.com
Sent: Thursday, October 22, 2015 4:12 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Raj sethi -rsethi80@hotmail.com

Dear All, I am amazed at the shortsightedness and mental block you are demonstrating. It seems you have not learnt from the 630 debacle which has not solved congestion. The problem is not the AR bridge. It is 3 lanes of I 30 and I 40. You can build 12 lanes over the bridge BUT the congestion will not subside unless you also build at least 2 miles of 5 lane I 30 and I 40 close to Little Rock. The traffic doesnot choke over the bridge becoz of 3 lanes but it chokes becoz there are not enough egress lanes. Please reconsider your plan of increasing lanes over the AR bridge. Instead plan on Egress roads over I 30 and I 40. And I mean only EGRESS. Not Ingress. This will save millions, over 70 % less expensive, the problem will be definitely solved , downtown pollution will be stopped and prevent a massive unnecessary chaos for 5 years. The plan over 630 has failed becoz you increased all traffic coming into the city and so congestion on 630 has increased. I wish you had only thought of Egress there as a first step. Ingress will remain choked till you make 630 a 10 lane highway. Reconsider. Go to Bay Area, Seattle etc. Hopefully Egress Plans from some bright architects will sway your decision making.
Sincerely Raj

Connecting Arkansas Program

From: rmccain@polkstanleywilcox.com
Sent: Thursday, October 22, 2015 3:53 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Ross McCain -rmccain@polkstanleywilcox.com

I heard the director of AHTD on TV at noonâ€¦ one of the reasons he gave for the project was to improve traffic safety. Why not just reduce the speed limit to 50mph in this corridor? The new interchanges will NOT help traffic in downtown LR and will certainly be to the detriment of the River Market area and the Clinton Library. So much progress has been made in this area during the last 10 yearsâ€¦ now I fear it will be forever compromised.

Connecting Arkansas Program

From: Greg Nabholz <Greg_Nabholz@nabprop.com>
Sent: Thursday, October 22, 2015 2:54 PM
To: info@ConnectingArkansasProgram.com
Subject: I-30 Widening Project

To Whom it May Concern:

As a resident of downtown North Little Rock, a business owner in Central Arkansas, and a taxpayer of the state of Arkansas, I am extremely concerned at how the proposed widening project for the I-30 corridor has turned.

My opposition is not to the entire project but for specific parts of it:

1. Widening off the freeway will not solve any problems, it will only make them worse.....this has been proven time and time again in other urban. Keep the freeway at 6 lanes!
2. Any part of the plan that will cause interruption whether temporary or permanent to the River Rail streetcar needs to be scrapped immediately.
3. Unfunded mandates on the cities of Little Rock and North Little Rock for improving the street grid to accommodate this unnecessary widening.

A much better plan that would actually generate true economic growth is to use the money that would be wasted on the extra 4 lanes of widening and put that towards a project in partnership with Rock Region Transit that would replace the Main Street viaduct in NLR and extend the streetcar system to Sherwood along the Main St. / Highway 107. Rock Region Transit would start this streetcar system earlier to truly accommodate commuter traffic and at the same time implement more express bus routes along both Main St. / Highway 107 and I-30. This would alleviate any traffic pressures on I-30.

As a region in order for us to be competitive with attracting and retaining talent, transit options are a must. This improvement plan discarded all of transit integration options that made sense based on outdated models or to be blunt outdated thinking.

I just hope that the design team and the highway department will actually listen to the people that this project will affect most because as it stands now, this project will serious harm economic development in downtown Little Rock and North Little Rock and is a colossal waste of money.

Greg Nabholz, CCIM | CEO
Nabholz Properties
P.O. Box 127 | Conway, AR 72033
Office 501.505.5720 | Cell 501.329.4468
greg_nabholz@nabprop.com | www.nabprop.com

Connecting Arkansas Program

From: Hadley Eblen <hadleyruth@gmail.com>
Sent: Thursday, October 22, 2015 2:41 PM
To: info@ConnectingArkansasProgram.com
Subject: I-30 Project

I want to publicly comment that I am against the I-30 expansion plans. I want to find another alternative that doesnt cut into the progress of downtown growth. thank you,

Hadley Lewno

Connecting Arkansas Program

From: Carol Worley <Carol.Worley@wwp-lawfirm.com>
Sent: Thursday, October 22, 2015 2:25 PM
To: 'info@ConnectingArkansasProgram.com'
Subject: I-30 Crossing proposed project

I am unable to attend the meeting today on the proposed 30 Crossing project. However, I do want to pose my vehement objection to the proposed project. I am a resident of downtown Little Rock and have recently located my law firm downtown. While I understand the necessity of maintaining the structural integrity of the Arkansas River bridge, I am against the proposed plan to widen I-30 at the River and at the I-540/I-440 split. Much effort and expense has gone into revitalizing, redeveloping and unifying the River Market, the area around the Clinton Presidential Center, Main Street's Creative Corridor, and the South Main area of Little Rock over the past 20 years. These areas have become pedestrian-friendly attractions that draw locals and tourists and are greatly contributing to the economic growth of our City. The current design for the I-30 expansion would decimate these areas, not to mention the adverse effect it will have on the surrounding historic neighborhoods that border the proposed expansion to the east and west. We have seen that with the increase in new business development and public transit is actually deepening connections across the current I-30 corridor. The Hangar Hill area is seeing new development and hopefully will continue this trend. The end effect of the proposed expansion will create a stark dividing line between downtown and the neighborhoods to the east similar to what I-630 did along the north/south axis when it was installed decades ago. Widening the freeway at the expense of a developing downtown and its surrounding neighborhoods is irresponsible and not well thought out. Clearly, the trend across the country is in the opposite direction, removing interstate highways from dense urban areas or locating them underground where street level activity and development is not adversely affected. Further, spending half a billing dollars to address several hours of rush hour traffic is overkill and not a wise use of tax payer's money. Expanding roads does not eliminate backups during peak times, but instead it simply invites more vehicular use to fill those roads. Look at what traffic is like in California. Also, with the few exit ramps in the plan the effect will be not to encourage or assist movement into downtown, but to encourage movement through the area. Tourism and economic development will again decline in this event.

A better use of taxpayer funds will be to find alternative modes of transportation like commuter trains, trams or other mass transit designs or at a minimum a more innovative or creative plan to address the matter. Attention should be placed on current trends in urban growth and living including high-density, pedestrian-friendly urban areas with robust public transit that will help facilitate economic growth instead of thwart it. Further, efforts should be directed to anticipating the future, when multi-lane highways may well no longer be as desirable and mass public transportation is deemed the more feasible mode of travel. Little Rock is not just a city on a map that warrants a pass through. It's a vibrant city that is seeing tremendous growth and development in the downtown area. That growth does not need to be hindered by this proposed project.

Carol Lockard Worley
Worley, Wood & Parrish, P.A.
1318 S. Main St., Suite 200
Little Rock, AR 72202
501-225-3535 x 105 (w)

501-580-2326 (c)

Connecting Arkansas Program

From: Rett Tucker <rtucker@mosestucker.com>
Sent: Thursday, October 22, 2015 1:35 PM
To: info@ConnectingArkansasProgram.com
Subject: Interstate 30 Project - Downtown Little Rock

I think the process should be paused to allow for more planning and input to reach consensus in the community and among the stakeholders. Rett Tucker

Sent from my iPhone

Connecting Arkansas Program

From: Studio Main <studiomainar@gmail.com>
Sent: Thursday, October 22, 2015 9:59 AM
To: scott.bennett@ahtd.ar.gov
Cc: lindy.williams@ahtd.ar.gov; Danny.straessle@ahtd.ar.gov; mayor@littlerock.org; mayor@northlittlerock.ar.gov; bhyde@co.pulaski.ar.us; mckenzie@metroplan.org; rob.elliott@dot.gov; Laura.Wallace@dot.gov; donald.koski@dot.gov; JDHolder@GarverUSA.com; info@connectingarkansasprogram.com; gholmstrom@downtownlr.com; JVarner@rrmetro.org; jbacon@estemlr.net; sharon@rebathar.com; Robin Loucks; kcanfield@clintonfoundation.org; jeremiah@roguearch.com; BJ & Jimmy Moses; ghall@littlerock.com; ctucker@qgtlaw.com; warwicksabin@hotmail.com; earmstrong4rep@gmail.com; Charles.blake@arkansashouse.org; Donnie.copeland@arkansashouse.org; congressman.hill@mail.house.gov; lchesterfield@comcast.net; jane.english@senate.ar.gov; David.Johnson@senate.ar.gov; Joe Stanley; Morgan Balmer; Mason Ellis; Bill Forbess; Jennifer Herron; James Meyer; Jonathan Opitz; Jordan Thomas; Glen Woodruff; Heather Davis; Kate Dimitrova; Chris Little; Studio Main; Page Wilson
Subject: Interstate 30 Corridor Concern Letter
Attachments: 151021_I30-ConcernLetter_Final.pdf

Good Morning All,

Please see the attached letter addressing concerns about the future Interstate 30 corridor. This letter was developed collaboratively by studioMAIN, with input from several local organizations as co-signatories.

This letter is intended to be entered into the public record as a comment to Public Meeting #5, to be held this afternoon at Friendly Chapel Church of the Nazarene, at 116 South Pine Street in North Little Rock.

If you have any questions or concerns about this letter, please respond to studiomainar@gmail.com.

Thank you,

Chris East, AIA

President studioMAIN

studio MAIN

October 22, 2015

Mr. Scott Bennett, Director
Arkansas State Highway and Transportation Department
10324 Interstate 30
Little Rock, AR 72209

RE: I-30 Corridor Planning and Environmental Linkages: Provide a safe, efficient, aesthetically pleasing, and environmentally sound intermodal transportation system.

Dear Mr. Bennett,

We have a growing concern about the integration and impact that the current design of the I-30 corridor will have on the future of our city and state as we plan the largest infrastructure project of this generation. This project will affect the function of our community for not just the immediate future, but will define the growth patterns for central Arkansas for the next generation as well. We ask for a more thorough consideration of the impact this project will have on our collective concerns, and that the Arkansas State Highway and Transportation Department look more closely into resolving these issues to help build upon one of the greatest communities in the south.

StudioMAIN is a member of the Stakeholder Advisory Group, and we have been following the development of the I30 corridor very closely since the first meeting in July 2014. We appreciate the hard work the design team has put into the project so far, and we know they are doing the best they can to get the community involved, but we are concerned there is not enough long term masterplanning happening in the process and the effect on those who will be most directly impacted by the project are not being given enough consideration.

As an organization of design professionals we are empathetic to the incredibly difficult problem of integrating a high traffic corridor within an urban area where the culmination of private and commercial interests, river, rail, pedestrian, bike, and public transit come together. Each of these aspects plays an important role in a healthy and functioning urban environment. To maintain the rapid growth and investment in this area, it is critical to consider the multiple layers of activity that contribute to its success.

We respectfully request that you revisit the stated goals for the I-30 corridor (enclosure: Image 1). These are noble goals that will benefit our community for generations. We need to take a hard look at our current proposed solution and determine if we are meeting those goals.

Keeping these goals in mind, there are several concerns we have, each with their related specific issues as to how the current design will affect the community, and how it will meet the goals. Listed below, and enclosed with this letter, you will find our stated concerns and references to planning images and information provided during the PEL study sessions.

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I-30 Corridor Concerns

1. Need for long term comprehensive planning for our community.

a. Concern 1 – Issue 1, Need for an Integrated transportation plan

The AHTD and our local governing agencies need to work together to develop a comprehensive multimodal traffic system that collects traffic where it can move efficiently, and separates traffic as it slows down. This needs to happen as a collaborative masterplanning effort that takes the growth patterns of our communities into account and finds a way to work together to achieve a long term solution for our great city.

The current approach implies that the transportation system starts and ends at the edge of the agencies right of way. This is detrimental to the long term planning of our city. The fast moving highway system and slow moving local traffic needs to be masterplanned to direct positive growth patterns for our communities. If we do not collaboratively join these two systems with all modes of transportation the net effect is neither system will operate as well desired.

We need to think of our transportation system relative to a circulation system. We cannot enlarge the size of our major arteries without addressing how they affect the ancillary routes and thoroughfares. If we do not consider the integration of all systems, we create issues like the one we currently have at President Clinton/La Harpe intersection.

Suggested Resolution, Concern 1 – Issue 1

Work with the local governing agencies to develop a comprehensive masterplan to improve integrating with slower moving, multimodal street grid system. These improvements can be made over time, but will need to be planned to develop a system that is not a single agency defending their mission and right of way, but for the community and state as a whole.

b. Concern 1 – Issue 2, Involvement of Participating Agencies

There appears to be a divide, or lack of communication, with the governmental and nongovernmental agencies related to the long term planning of our central Arkansas communities. An example of this is the apparent surprise about the current design to those agencies, specifically Rock Region Metro. Also, during our Stakeholder's Advisory Group (SAG) meetings, and the Visioning Workshop, we do not have representatives from the related agencies there to participate. We understand they have been invited, but their lack of involvement indicates a flaw. The city, county and region need to have their Public Works departments, Traffic Engineering, Planning, Zoning and Transit Authorities participate so we can have a comprehensive solution to our community's long term growth that outlasts the impact of one individual in elected office, or a staff position.

Suggested Resolution, Concern 1 – Issue 2

Please speak with the elected officials and staff of each agency, and explain that this is the project will have the largest impact on the development of our community since the Interstate System was first installed. The long term planning and scale of this project requires direct attention from each agency, above and beyond their day to day operation.

2. East- West Connectivity

a. Concern 2 - Issue 1, Expanded width affecting connectivity.

The new highway width more than doubles the existing I-30 corridor, and unless it very carefully addresses all possible ways to travel east-west, this will further cut off growth of Little Rock to the East (see images 3 and 4 below for the Artist's rendering). This is in conflict with one of the first goals of the study (see image 1). This width is determined by the anticipated traffic as calculated to be expected at 2041. With the growth of our cities, advancement of technologies, and repopulization of our downtowns, we have a great concern this 10 lane CD solution is overbuilding to accommodate people who work in our downtown but who do not live here, are less engaged, and treat our community with indifference. The commuters are not the people who will be most affected by the expanded bridge, it is the people living in the community within which these expanded highways are built who will be affected the most.

Suggested Resolution, Concern 2 – Issue 1

Focus on providing multiple crossings that allow for the ability to enhance driver, biker and pedestrian experiences. Work with local governing agencies to provide the following: lighting and signage for drivers, a separated lane or sharrows for bikers, a minimum 5' sidewalk with pedestrian amenities such as trashcans, benches, bike racks, lamps and material improvements. At President Clinton Ave. crossing, work with the city of Little Rock to provide a pedestrian experience that will draw people from the River Market area to the Clinton Library that can include retail storefronts, park space or tourist amenities. The intent of the growth of the Clinton Presidential Library and Park was to connect East to West (see images 5-6).

b. Concern 2 – Issue 2, Lighting and Visibility

The expanded highway design is wide enough, that unless it is carefully addressed, there will be a 'dark hole' between the river market and the President Clinton Library and Park. There are numerous reasons why crossing underneath a long dark bridge will be bad for the community.

Suggested Resolution, Concern 2 – Issue 2

Allow natural light through the bridge as much as possible, and include artificial lighting under the bridge designed by an accredited lighting designer.

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c. **Concern 2 – Issue 3, Noise**

A barrier to walking beneath a bridge includes the noise level of the traffic above. If the bridge is constantly whirring of tires and machinery, it will be a nuisance to local residents and visitors.

Suggested Resolution, Concern 2 – Issue 3

Consider noise attenuation measures to keep the noise away from the community below. Have the noise attenuation solution designed by an acoustical engineer to verify the noise is no worse, ideally improved, from the experience we have currently.

d. **Concern 2 – Issue 4, Experience / Aesthetics**

Every design element from the selection of the structural system to the finish of the concrete and light fixtures will have an effect on the aesthetics. Many of the aesthetic design decisions are fashionable, and we request all decisions remove the fashionable elements related to how the bridge looks. If there is a decision to make the bridge perform better from a connectivity, lighting, visibility, or noise standpoint that is the direction we request you pursue. If a finish such as stainless steel is more long lasting and maintenance free than a finish like painted steel, then we ask you incorporate the better long term solution. The cleanliness and simplicity of the design will speak to the aesthetics. We want this bridge to look as good for the next generation as it will the day it opens.

3. The spaces related to the bridge need to meet their highest and best use.

a. **Concern 3– Issue 1, Areas under the Bridges**

As expressed above, the experience of passing beneath the bridge needs to address all modes of transportation, be well lit, relatively quiet and well built. This also applies to the areas between the existing east-west connections at the streets. These areas need to be designed to meet their highest and best use and become a place for people and not parking.

Suggested Resolution, Concern 3 – Issue 1

Place a park, gymnasium or other installation that promotes people to the area (see example images 7-9). This will keep people in the area, and will give them pride in their neighborhood. If people feel connected to a place, they are more likely to take care of it. A community gathering area, a place for athletics, or a place for people to learn more about the community, like visitor's welcome center are all ideal improved uses of the space.

b. **Concern 3 – Issue 2, Developable land**

The areas where the existing circular ramps are located have an opportunity to become an enhancement of the city. These areas make sense to grow relative to their adjacent uses. To the west, River Market side, the area can become developable land and can improve the connectivity east and west. The area to the east of I-30, adjacent to existing parkland, can develop as improved parkland and become an amenity to the community.

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4. Addressing Multi-Modal transportation

a. Concern 4 – Issue 1, Public Transit / Bike / Pedestrian

A growing concern is the I-30 corridor improvement focuses more on Mobility of the personal vehicle than it does on the other stated goals. This is exemplified by the reasons stated above, but also by the lack of integration of the elements related to bike/ped/public transit. We understand there will be no transit on the bridge, but it can be more cost effectively planned for the future now, than it will be to add it later. Making one of the largest infrastructure investments without the consideration of how transit can be accommodated is a failed lack of planning.

Suggested Resolution, Concern 4 – Issue 1

Work with community transit authorities to accommodate multimodal transportation options both East-West and North-South in the I-30 corridor. In the East-West direction, make a connection from the existing starter street car system east, to the redeveloping neighborhood and eventually the airport. Create a masterplan about how a larger transit system can reach the outer communities. Whether it is incorporated at first or not, Public Transit needs to be addressed as part of the larger transportation solution for our state.

b. Concern 4 – Issue 2, La Harpe/ President Clinton Avenue

The current design alleviates the ongoing problem the city of Little Rock has at the La Harpe/President Clinton Avenue interchange, which is the most dangerous intersection in the state for pedestrian and vehicular accidents. As traffic from the I-30 corridor, State Highway 10, and our growing River Market District concentrates in one location, there will be problems and we agree with the recommendation of to divide the traffic and alleviate the concentration. This will also allow the downtown portion of Little Rock to reduce the size of Cantrell Road and create an improved connection with the Arkansas River.

c. Concern 4 – Issue 3, 2nd and 4th street

The current design of splitting highway traffic through downtown Little Rock is an improvement, as the distribution of traffic will create less congestion. We are concerned the treatment of 2nd and 4th streets will become mobility focused and less concerned with integrating with the existing conditions of the street grid which are utilized by pedestrians and vehicles alike.

Suggested Resolution, Concern 4 – Issue 3

Work with the City of Little Rock's agencies and property owners to maintain the integrity of the street grid system and its multitude of traffic options. Be mindful of the treatment of the lane widths, timing of the stop lights and treatment of the street edges to accommodate for future growth. If the lanes are wide, timing of the lights allow speeding, and the sidewalks are narrow, accidents will occur.

5. Scale of the project relative to cost to make it community responsive

a. Priorities of achieving the stated goals.

There have been many cost projections discussed from the beginning of the project, by many different agencies, but one item has remained consistent, the cost to make the improvements listed above can be accomplished with 2-5% of the overall construction cost. This expense will either destroy the growth of our community, or encourage it to flourish.

Suggested Resolution, Concern 5 – Issue 1

Consider all options related to how the Arkansas Highway and Transportation Department can integrate the Highway system into a community friendly, multi modal transportation system, and not only a highway system. Take the time to vet all possible project partners and funding options, whether it affects the overall timeline of the project or not. It is better to consider all options and comprehensively plan for the long term growth of great state of Arkansas.

As planners we have a duty to protect the life, safety and welfare of our community and the people that occupy spaces we design. The current design is focused overwhelmingly on the driver of the highway, who is not the only user of this space, since this space goes through the largest urban area within our state. AHTD has an opportunity to create an exemplar urban interstate connection that could become a model for other urban areas suffering from the same issues. We need to collaborate and advocate for the best planning possible in order to become the best community we can. This highway system is a reflection of the values of each one of us as a person, as individually we create the community we live in. We request the AHTD revisit what goals are important to the community, to solve a current problem of traffic congestion at our rush hours, and plan for the diverse growth of our community and state for the next generation.

Thank you for your consideration.

Sincerely,

Chris East

Chris East, AIA, LEED AP
Cromwell Architects & studioMAIN President
501.372.2900 | ceast@cromwell.com

Joe Stanley

Joe Stanley, AIA
Polk Stanley Wilcox Architects & studioMAIN Secretary/Treasurer
501.378.0878 | jstanley@polkstanleywilcox.com

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Dakota Development

Co Signatories:

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Executive Director
Rock Region Metro

John Bacon
Chief Executive Officer
eStem Public Charter School

Sharon Priest
MacAurthur Park Group

Jeremiah Russell, AIA, NCARB
Principal Architect
Rogue Architecture
Historic District Commissioner
City of Little Rock

Robin Loucks
Downtown Neighborhood Association

Keith Canfield
Principal, Creative Instinct
Commissioner LR Parks and Rec.

Enclosure: (1) PEL reference images and concept examples.

Cc: Arkansas State Highway Commission, Mayor Mark Stodola, Mayor Joe Smith, Judge Barry Hyde, Metroplan, Garver Engineers, Federal Highway Administration (FHWA), Federal Transit Administration (FTA)

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STUDY GOALS

Improve opportunity for east-west connectivity	Enhance mobility
Improve local vehicle access to downtown Little Rock and North Little Rock	Connect bicycle/pedestrian friendly facilities
Accommodate existing transit and future transit	Minimize roadway disruptions during construction
Minimize river navigation disruptions during/after construction	Follow through on commitment to voters to improve I-30 as part of the Connecting Arkansas Program
Optimize opportunities for economic development	Avoid and/or minimize impacts to the human and natural environment, including historic and archaeological resources
Sustain public and agency input and support for the I-30 corridor improvements	Improve system reliability
Maximize I-30 cost efficiency	Improve safety

Study Goals listed in no particular order. Study Goals developed in coordination with Project Partners (Cities of Little Rock and North Little Rock, Pulaski County, and Metroplan), the Technical Work Group, and the public.

CA0602
Interstate 530 – Highway 67

Image 1. Stated Goals for the I-30 Corridor Improvement

River/Downtown Bridge

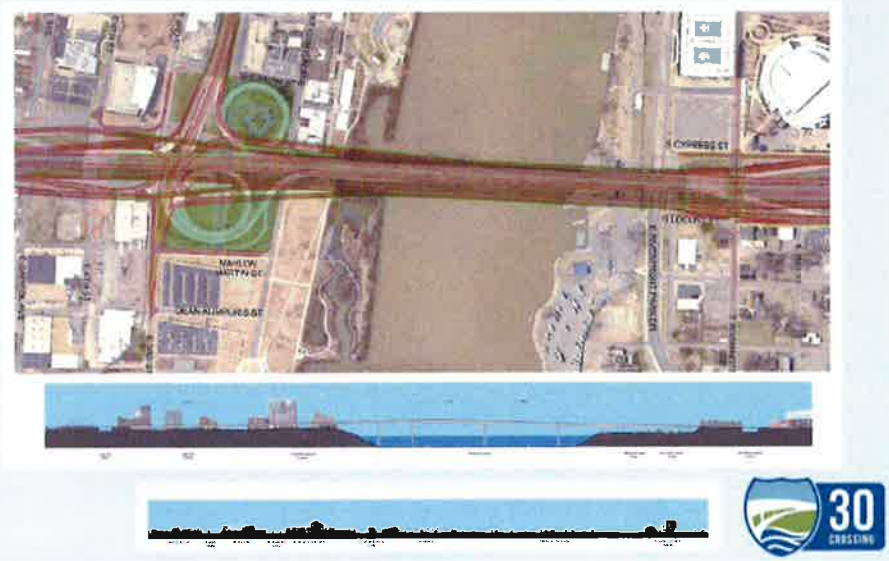

Image 2. Current Downtown Little Rock / North Little Rock and River Bridge Expansion
Note 1. The amount of land in shadow underneath the bridge expansion, more than double what exists today.
Note 2. The areas in the right of way are shown green to indicate vegetation or parkland, is this the AHTD's intention or will it become parking?

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Image 3. Current Aerial of downtown Little Rock on/off ramps

Image 4. Artist's rendering of new bridge corridor
Note 1. The amount of width added to the bridge as a barrier to east-west connectivity.
Note 2. The number of connections east-west is reduced in half.

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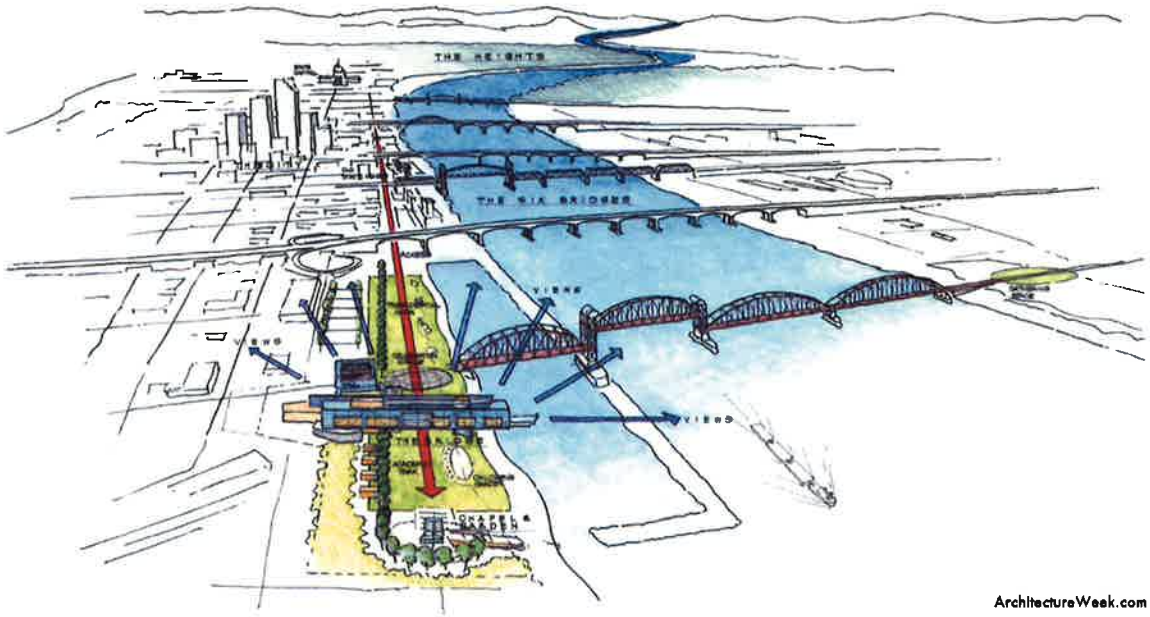

Image 5. Original Design Drawing of the Clinton Presidential Library, and its intended connection with downtown.

Image 6. Example of storefront retail under a bridge
Note 1. The integrated design of vehicular, bicycle and pedestrian traffic
Note 2. The height of the bridge

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Image 7. Example of a climbing wall under a bridge

Image 8. Example of a pedestrian amenities and retail under a bridge

Image 9. Example of a park under a bridge

Connecting Arkansas Program

From: somers.collins@gmail.com
Sent: Friday, October 23, 2015 8:16 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: somers collins -somers.collins@gmail.com

We need to protect our trolley car system and keep downtown river market areas walker friendly. I object to this plan!

Connecting Arkansas Program

From: Bentley Wallace <bentleyewallace@gmail.com>
Sent: Friday, October 23, 2015 8:23 AM
To: info@30crossing.com
Subject: Comments from 10-22 Meeting
Attachments: 30 Crossing Comments 10-23-15.pdf

Attached, please find my comments and concerns re: the proposed 30 Crossing project.

Thank you for the opportunity to comment.

Bentley Wallace
North Little Rock

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Bentley Wallace

Address: 1629 Rockwater Blvd.
North Little Rock, AR 72114

Phone: (501) 707 -- 7870

E-mail: bentleyewallace@gmail.com

Comments: I have multiple concerns regarding the 30 Crossing proposal. 1. The 10 lane model will encourage motorists to pass through without stopping. 2. The expansive nature of the project will have a negative impact on past / future economic development in both downtown areas. 3. Eliminating the River Rail line east of I-30 will have long-term negative impact on development and on Rock Region Metro's ability to secure future FTA funding.

(Continued on back)

Connecting Arkansas Program

From: Lee Fleming <leeflem@me.com>
Sent: Friday, October 23, 2015 11:14 AM
To: info@30crossing.com; info@connectingarkansasprogram.com
Subject: I-30 Proposed Crossing

To Whom It May Concern:

My name is R Lee Fleming and I live in the Governor's Mansion District. I also own several apartment buildings in this district as well as the MacArthur Park District. I, for the record, am voicing my ***Total Opposition*** to the proposed I-30 River Bridge and Downtown Corridor Widening.

1. Seriously, the traffic is only "bad" 2 times a day during "rush" hour traffic - and this is only 5 days a week.

2. 10 lanes is ridiculous for a city the size of Little Rock and a state the size of Arkansas.

3. This plan shows that no foresight into mass transit, rail systems, pedestrian walkways, bike paths, etc…

4. No worries about the developments that will be destroyed - or the future developments that will not take place.

5. The expense is utterly ridiculous - and having to borrow money to complete such a monster project is Unacceptable - show some fiscal responsibility here - Please!

6. The pollution - both noise and air - will drastically increase.

7. The loss of the Trolley would - again - be shortsighted and a tragic loss.

Please begin to reconsider -

1. Yes, replace the aging damaged bridge - in its present configuration.

2. Leave the accesses both on and off as they are.

3. Do not destroy buildings, take land and pour concrete as planned.

4. Consider the people and their lives that will be affected - Negatively.

5. Consider the budget - If you do not have the money, you do not go forward.

6. FOR ONCE - let Arkansas be progressive - plan for rail systems that bring commuters in from outlying places. Develop a more friendly environment.

7. LISTEN TO THE PEOPLE! We, after all, are the ones working and paying for this! This is NOT your decision to be made alone!!

Sincerely

R Lee Fleming

2126 S. Arch St, LR
1922 S. Arch St, LR
510 W. 17th St, LR
1500 S. Gaines St, LR
1508 S. Gaines St, LR
718 E. 10th St, LR
720 E. 10th St, LR
923 McMath, LR
514 E 9th St, LR
511 E 8th St, LR
616 E 7th St, LR
605 E 6th St, LR
607 E 6th St, LR

Connecting Arkansas Program

From: emily.barrier@gmail.com
Sent: Friday, October 23, 2015 11:21 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Emily Barrier -emily.barrier@gmail.com

I really do not understand the urgency of this project. i would appreciate it if you would send me specific details of what you propose to do and exactly where all roads will be put.

Connecting Arkansas Program

From: Joshua Silverstein <jsilver220@yahoo.com>
Sent: Friday, October 23, 2015 1:56 PM
To: info@30crossing.com
Subject: Comments re. I30 Project
Attachments: Comments from Josh Silverstein.pdf

See attached. Thanks.

Josh

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Joshua M. Silverstein

Address: 315 Rock Street
Unit 1501
Little Rock, AR 72202

Phone: (501) 296 -- 9355

E-mail: jsilver220@yahoo.com

Comments: FIRST, I think it is critical that the project do as little to disrupt the River Market and downtown area as possible. The heart of Little Rock has been revitalized and that process is continuing. It would clearly be a problem to do anything that disrupts this process. SECOND, and more specifically, I strongly oppose any plans that reduce the the connection between I30 and Cantrell. Under the two proposed options I was shown

(Continued on back)

Comments (cont.): there would no longer be a direct connection between I-30 and and Cantrell Road. That would greatly slow traffic through this area. One of the things that works so well right now is that there are only two lights between the interstate and Cantrell. It is very easy to transition between the highway and Cantrell, going in both directions. Under the proposed plans, that would no longer be the case. Especially bad is the proposal that would require driving several blocks along 2nd street before turning twice to get onto Cantrell. That would waste massive amounts of time for the thousands of drivers who follow that path every day -- even with the elim. of the parking lane on 2nd. Whatever you do with the widening -- which I'm less concerned about -- the ease of connection between Cantrell and I-30 should be of paramount importance. The status quo is far superior to either of the plans I was shown. And note that the fact that the Cantrell and Markham intersection has a high accident rate is NOT a basis for steering traffic away from that intersection. People just need to be more careful. The alternatives would simply waste too much time. THIRD, the short stretch on Cumberland that can be used to access Cantrell and Markham should NOT be eliminated. The alternative would require considerably longer drives through other parts of downtown to access Cantrell and would waste critical amounts of time. FOURTH, the common theme running through both my second and third comments is that certain parts of the plans will send massive amounts of additional traffic through the city to get to the main main roads and the highway rather than having the traffic bypass most of downtown the way it does now. And, again, the safety concerns at Markham and Cantrell are simply not sufficient to trump these costs. Go ahead and widen I-30, but do not change the current availability of access between I-30 and Cantrell and between other parts of downtown and Cantrell. What you would end up doing is easing some congestion on I30 only to massively increase congestion in other critical parts of the downtown area. That is not a good trade-off. And it could well make safety worse than at present as people tear through the city to try to get to Cantrell.

Thanks.

CAP
www.ConnectingArkansasProgram.com

Connecting Arkansas Program

From: Rebecca Smith <rnws@comcast.net>
Sent: Friday, October 23, 2015 2:14 PM
To: info@30crossing.com
Subject: I-30 Expansion

We live very near the interchange of I-630 and I-30. We along with so many others hate seeing any part of the downtown area removed for roads. However.. this expansion is already 20 years to late. It needs to happen. It needs the 10 lanes just to catch up with the traffic we now have not counting the future. I am concerned about the trolly lines and being in a power chair I use the roads and sidewalk down around the 2nd Street and LaHarp area to go to the Clinton Library and so on. Some sort of plan needs to be formulated in order to preserve those modes of transportation. It is critical to the growth of the River Market and the rest of the area.
Most of the things the folks are saying about increasing traffic is such nonsense. The traffic is already using the corridor. It won't gain significantly. As for exhaust emissions.. cars.. sitting at idle is worse than cars moving quickly on through the area may even reduce those levels of emissions.
That interchange at 2nd and LaHarpe/Cumberland Street has been a nightmare since it was constructed. I believe a flyover of some sort that carries the traffic farther down 2nd is mandatory. Then you have the question of the Territorial Restoration (it's former name) being in jeopardy. Is there a way for the whole thing to be turned around and put on the east side of I-30 instead of using this area at all?
The interchange at I-630 east to northbound I-30 is a nightmare when there is no rush hour traffic. Again.. another poor design from the get go. For some reason designers don't seem to think ahead. They think "NOW". Now is never good enough. If I had my way we'd probably make I-30 at least 12 lanes for 20-30 years down the road.
In short... we want the expansion as it is currently planned at 10 lanes. We can't afford to have less.. will do nothing but keep the same problem we currently have.
Please.. do not reduce the number of lanes and if at all possible figure out a way to solve the trolly and bike lanes and roads in the River Market area.
Wish I could get to the meetings you have to see graphs and boards and maps but it's not to be.
Be safe
Thank you for your time.
Beckie Smith

Connecting Arkansas Program

From: H. Bradley Walker <bwalker@catlaw.com>
Sent: Friday, October 23, 2015 3:21 PM
To: info@30crossing.com; randal.looney@dot.gov
Subject: Citizen Comment AHTD JOB Number CA0602 30 Crossing Project
Attachments: I30 Opportunity.pdf

Please include my attached letter as comments on the proposed project.

I welcome the opportunity to further explore my vision.

Sincerely,
brad

H. Bradley Walker
Attorney at Law

(501) 725-8464 (direct)
(501) 712-2860 (fax)
bwalker@catlaw.com

323 Center St., Suite 1800
The Tower Building
Little Rock, AR 72201
www.catlaw.com

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H. BRADLEY WALKER
THE TOWER BUILDING
323 CENTER STREET, SUITE 1800
LITTLE ROCK, ARKANSAS 72201-2607

October 23, 2015
Via email: info@30crossing.com and Randal.looney@dot.gov

Mr. Scott E. Bennett, Director
Arkansas State Highway and Transportation Department
10324 Interstate 30
Little Rock, AR 72209

RE: Citizen Comment
AHTD Connecting Arkansas Program
I-30 Crossing Project

Dear Mr. Bennett:

Thank you for welcoming comments throughout the design process for addressing problems identified with the corridor. I submit that your Department has the opportunity to positively impact the future of our Cities and the State as you prepared to undertake this infrastructure project. I respectfully submit that the alternative screening process was deficient in its failure to adequately consider arterial options and coordinated non-highway enhancement. My hope is that you and your team will embrace a reconsideration of a "coordinated build" solution to the identified needs of the project. I believe once tested you will see a dramatic success in meeting the project's goals and a virtually elimination of the many social compromises believe required to achieve the options currently under consideration. You have the power to change from a WIN-LOSE, to a WIN-WIN.

Simply put, let's consider enhancement of the street grid system within the interior of North Little Rock and Little Rock with freeway design ending at I-630 on the South and beginning again at I-40 on the North. The I-30 freeway linkage can be easily relocated to the current I-440 loop as the Department signage currently encourages through traffic and I-440 will also support any I-530/I-67 connection. Breaking the freeway link allows for the construction of a boulevard (University, Chenal Parkway, etc.) at grade through both Little Rock and North Little Rock connected by a downscaled replacement bridge. For additional north south river access, the Chester Bridge can be added to link an additional 4 lanes and a connection from I-630 across and up Pike Avenue to I-40. Together these improvements can establish the same 10 lanes of connectivity between the communities proposed by the project and reaching the same total of 18 river crossing lanes in the urban core.

Most importantly, the construction could all be handled with little to no decrease in service. The Chester Bridge enhancement could provide an immediate increase of 4 service lanes before any disruption. Then "Arkansas Boulevard" connection could be constructed parallel to the existing I-30, 3 lanes at a time, and an adjacent replacement bridge(s) could be construction without any lane loss.

Just imagine the project is complete and the elevated portions of I-30 are removed. All the community viability goals are permanently enhanced for the future. Both Cities' riverfront park systems are unburdened by the noise and intrusion of a freeway. Using the only proven solution for livable communities; the replaced grid street system incorporating adequate pedestrian and bicycle friendly facilities, there is little to no adverse impacts. The reduced design speed will improve safety and make a non-issue of sound and other environmental impacts present now and unalleviated by any of the proposed alternatives. All the while through traffic is assured as we know a grid system with its many diverse options for connecting two points is vastly more reliable and predictable than concentrated ramps and congested corridors.

It is truly exciting to think of removing barriers and restoring an east-west connection to the communities on both sides of the river. We need not discuss livability when we have low speed at grad circulation. The current corridor of economic and environmental wasteland burden by noise, pollution and civic disregard will immediately be replaced by properties now front and center on Arkansas newest front door. Residential areas will be reconnected to the businesses, employment and public spaces.

Finally, as it is my understanding that the proposed project is to be paid primarily by accruing state sales tax dollars, would not as stewards of those funds the Department welcome any reduction in the project cost, let alone millions of dollars saved by fewer miles of freeway construction. Please challenge your staff and your consultants to develop cost for this plan to see if the result is that you can do more on a budget well within your current projected revenue.

The recent off the cuff dismissal by your consultant to my suggestion spoils the process, undermines the hard work to date and the report's final conclusions. Let's consider a project "to, not through" the Capitol Cities. I'm hopeful you and the Department will honor your invitation for comments and truly explore mine and others suggestions. I look forward from hearing from you on how Arkansans can be assured of a full and adequate screening of this as well as all alternatives.

Sincerely,

/s/ *Brad Walker*
H. Bradley Walker

Connecting Arkansas Program

From: Scott Schallhorn <sschallhorn@mwlaw.com>
Sent: Friday, October 23, 2015 4:30 PM
To: Info@30Crossing.com
Subject: Comments On I-30 Bridge Project
Attachments: DOC102315.pdf

Please see attached. The comments are my own and not those of this law firm.

MITCHELL | WILLIAMS

J. Scott Schallhorn
T 501.688.8854 | F 501.918.7854
sschallhorn@mwlaw.com | MitchellWilliamsLaw.com
425 W. Capitol Ave. | Ste. 1800 | Little Rock, AR 72201
Mitchell, Williams, Selig, Gates & Woodyard, P.L.L.C.

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Scott Schallhorn

Address: 425 W. Capitol Ave.
Suite 1800
Little Rock, AR 72201

Phone: (501) 688-8854

E-mail: sschallhorn@mwlaw.com

Comments: The collector/distribution plan at 2d & 3d streets should be scrapped in lieu of distributing traffic into downtown off I-630 and onto Hwy 10 ~~off~~ via I-630 and Chester Street. The structure exists now to move vehicles to downtown & Hwy 10 easily. ~~and~~ The negative

(Continued on back)

Comments (cont.): impact on the revitalized downtown area is too great to support the proposed C/D system.

Using existing streets is far less complicated than the plan where one must exit in North Little Rock to access downtown Little Rock.

The 15 day comment period should also be extended to permit a greater opportunity for input.

CAP
www.ConnectingArkansasProgram.com

Connecting Arkansas Program

From: Lorie Johnson <sunfell@comcast.net>
Sent: Friday, October 23, 2015 8:44 PM
To: info@30crossing.com
Subject: My thoughts about the I-30 project

I live in Sherwood, and work in Little Rock- at the State Capitol. I take the freeway route every day. I've crossed the river bridge thousands of times. And yes, I've had to deal with traffic jams, mostly in North Little Rock or the approaches to the river bridge. I still have about 10 or so years left before I retire, so I've got several thousand more freeway trips to take.
Our traffic isn't terribly bad, unless there's a bad accident on the bridge. And it could use some widening- but we don't need 10 lanes. A wide breakdown lane would fix the problem. What does need fixing is that horrible criss-cross on the "moron mile" on I-40 where northbound people have to switch lanes to get to 67/167. I was in a serious accident on that stretch of road back in '02. If you concentrate on re-engineering that horrible mess, that would be a good thing. You could start with painting the freeway designators on the road like you did at the Big Rock Interchange. That was an excellent idea.

I agree with a lot of people that we really don't need a bigger freeway tearing through the heart of our city. People blow through here like it doesn't exist. Slow them down, put them on the surface where they can see the Clinton Library, the River Market, Argenta. Let the ring roads take the through traffic. (And finish that North Belt Freeway, already!)

Don't mess things up worse. If you have to mess stuff up, do it for the better. Little Rock/ North Little Rock is a great place. Let's dare to make it greater.

Lorie Johnson
==========
sunfell@comcast.net

Connecting Arkansas Program

From: Susan Farque <susanfarque@sbcglobal.net>
Sent: Saturday, October 24, 2015 2:33 PM
To: info@30crossing.com
Subject: Unhappy

Dear Madam or Sir:

I am very unhappy with the 30 Crossing highway plans. I feel that this will ruin Little Rock by crushing the RiverMarket area and the burgeoning areas further east. We don't want another Los Angeles here known for nothing but concrete flyovers. Why are you focused on helping people leave Little Rock instead of the good things we have going on here?

I ask you to rescind these plans for a workable "enjoy the city" plan for the future.

Sincerely,

Susan E. Farque
4 Tallyho Ln
Little Rock, AR. 72227

Connecting Arkansas Program

From: LECH MATUSZEWSKI <Lech.matuszewski@sbcglobal.net>
Sent: Sunday, October 25, 2015 12:14 PM
To: info@ConnectingArkansasProgram.com
Subject: OBJECTION TO THE 30 CROSSING PROJECT

OBJECTION:
Please note my objection to the proposed I-30 crossing project.

REASONS FOR OBJECTION:
The project and the underlying investment promotes unsustainable stretching of the urban boundaries, while at the same time adversely affecting the core design of the center of Little Rock.

Unsustainable urban decentralization:

The basic premise of this project is to make it easier for people to live outside of the traditional city boundaries. The problem is that while people are free to live wherever they want to, such choices do not need to be necessarily supported in light of many adverse effects on the healthy growth of the cities. Building massive road systems so people can live many miles outside of the city limits is counterproductive and unsustainable. There are no resources to provide proper support for typical city services, water, trash, police protection, schools etc., where such resources have to be expanded over ever stretching city boundaries. Most folks these days think we need to consume less to protect the environment. Encouraging urban sprawl promotes needless burning of more, and more fuels, both to commute and to build infrastructures to support these ever expanding communities. There are numerous other well known arguments against urban sprawl, but I am sure you are familiar with those.

Negative impact on the city center:

Little Rock did a fantastic job creating one of the most beautiful city centers. The design of this center will be adversely impacted by the sprawling invasion of concrete pathways so more people can escape the city and live outside its boundaries.

CONSIDER:
Please consider investment in mass transportation, bike paths, and increased walkability. Restricted pool lanes would have also resolved some of the issues

you are trying to solve. It seems to me that it would be more beneficial to resolve the I-430/ I-40 crossing situation, which affects interstate traffic going west. The already existing I-440 bypass already resolves interstate traffic going east. I propose that your project does not have great impact on interstate traffic but it is mainly an accommodation for the above discussed urban sprawl.

Connecting Arkansas Program

From: Dave Lowe <davelowe100@hotmail.com>
Sent: Sunday, October 25, 2015 3:10 PM
To: info@30crossing.com
Subject: 30 Crossing

Why spend soooooo much money on widening highways rather than introducing a light rail system like progressive cities have done?

Dave Lowe

Connecting Arkansas Program

From: Taylor Hubbard <taylor@thecreativehublr.com>
Sent: Sunday, October 25, 2015 4:00 PM
To: info@ConnectingArkansasProgram.com; info@30crossing.com
Subject: 30 Crossing Concerns from Downtown Resident

To whom it may concern,

My husband and I intentionally moved to downtown Little Rock one year ago to be in close proximity to where we spend the majority of our time - work, church, schools, etc. We purchased our house on the south side of 630, my husband regularly commutes to his job at FUMC downtown on his bicycle, and when our daughter was in daycare, he would bike her along as well. We value the ability to use alternative modes of transportation and have often talked about becoming a one-car family.

Not long after our move downtown, we became very aware of many issues caused by I-630 in our community. One of the most striking issues is the division 630 created downtown and the "reputations" of the north and south sides. We love our community, we love the people in our community, and even embrace the unique challenges that come with living downtown; however, seeing first-hand the implications that occurred from putting a highway through an entire neighborhood and the subsequent division it created makes me even more passionate about speaking out against the current 30 Crossing proposal.

This plan is focused on moving as many people through Little Rock as fast as possible, with no regard to the (1) people who live here, (2) vision for the area, and (3) what has already been implemented to revitalize downtown. There is no reason to send a major interstate through the middle of downtown; this is nothing more than a short-sighted, expensive bandaid.

Implementing the proposal as-is will be a huge detriment to the businesses that comprise downtown. The area will become less desirable and not only will it be difficult to attract new businesses, we risk losing existing staples in the downtown skyline. It will make downtown less accessible and therefore easier to skip over. A capital city as an after thought; can you imagine? More than anything, this will jeopardize expansion for forward-thinking, PEOPLE friendly businesses and lifestyles because it sends a clear message that cars, not people, are more valuable in Arkansas. I implore the AHTD to rethink this proposal.

I was supportive of the initial release of information focusing on expanding I30 over the river, but I feel extremely caught off guard by the current proposal and how invasive it is to this area. This proposal is not the answer; this proposal is a costly solution for those commuting outside the city at the expense of those of us living downtown. I'm confident that the 4 billion dollars estimated for completion of this project could be invested in alternative, more sustainable solutions that do more than send a concrete corridor through the heart of downtown. Please, please, please, consider alternatives and listen to the voices of those this affects most.

Respectfully,
Taylor Bradley Hubbard
Homeowner, Central High Historic District

Connecting Arkansas Program

From: rglennd@yahoo.com
Sent: Monday, October 26, 2015 10:09 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: RG Whaley -rglennd@yahoo.com

I am very concerned about the proposals for the project in downtown Little Rock. So much work has been done to make the River Market Area (and beyond --both east and west on both the south and the north sides of the river). The project as proposed will simply by-pass this part of the public area. Please reconsider the design!

Connecting Arkansas Program

From: aleslie99@gmail.com
Sent: Monday, October 26, 2015 9:30 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Leslie Baldwin -aleslie99@gmail.com

The I-30 expansion is necessary for our commuter traffic...everybody understands this! The problem is that the current I-30 exit plan is very harmful to our growing downtown/river market area. We have valuable public assets that will be impacted by I-30 exits, like access to the riverfront park, bike trails, pedestrian walkways. The proposed I-30 exits are a disaster for downtown living patterns. There are lots of serious issues for Little Rock pedestrian traffic that are not addressed by the highway dept. We need to establish our trolley link to NLR. We have an opportunity to make a statement about Arkansas. We value people not cars and the connection to NLR is critical to our identity. I feel a few moments experiencing traffic is worth the ground we don't cover with cement

Connecting Arkansas Program

From: Andy Collins <daddylog@aol.com>
Sent: Monday, October 26, 2015 8:08 PM
To: info@connectingArkansasprogram.com
Subject: Proposed Downtown Interchange for I-30 Crossing

Dear AHTD,

I JUST learned today from my wife that AHTD is very close to proceeding with a controversial series of improvements. My wife tells me that public hearings have taken place this summer but we--like many other people--we traveling quite a bit this summer.

I still don't really understand the proposal and don't know where I can go to read about it so I cannot comment except to implore AHTD to extend the public hearings so that residents of the burgeoning downtown Little Rock community have time to understand and digest the proposed work. I can assure you that I will read any EIS or other document which explains what AHTD proposes to do quickly and synthesize my questions and/or comments immediately.

Years ago when the work at the 430/630 interchange was proposed, I had interests which were affected by the proposed work but considered the work such a long-term improvement that my comments were uniformly positive. I assure you I "sold" some intransigent property owners in the area that their objections were short-sighted. Now that it is complete, it seems like virtually everyone sees that the project was beneficial.

Would you kindly reply to me so I can learn exactly what is being proposed? I remember the endless public hearings which killed the "North Belt Loop" and I am NOT advocating "dragging this out". It's unusual that a project of this significance has been proposed and public hearings were held...and I never even caught a whiff that anything was going on.

I have no predisposed view of anything but really need to understand what is being proposed. I thank you in advance for your assistance. Sincerely, Andy Collins

Sent from my iPhone

Connecting Arkansas Program

From: Somers Collins <somers.collins@gmail.com>
Sent: Monday, October 26, 2015 7:41 PM
To: info@ConnectingArkansasProgram.com
Subject: 30 Crossing

Dear Sirs;

The I-30 expansion is necessary for our commuter traffic...everybody understands this! The problem is that the current I-30 exit plan is very harmful to our growing downtown/river market area. We have valuable public assets that will be impacted by I-30 exits, like access to the riverfront park, bike trails, pedestrian walkways. The proposed I-30 exits are a disaster for downtown living patterns. There are lots of serious issues for Little Rock pedestrian traffic that are not addressed by the highway dept. We need to establish our trolley link to NLR. We have an opportunity to make a statement about Arkansas. We value people not cars and the connection to NLR is critical to our identity.

sincerely,

somers collins

Connecting Arkansas Program

From: douglaskbarton@gmail.com
Sent: Monday, October 26, 2015 7:39 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Douglas Barton -douglaskbarton@gmail.com

I am opposed to this project. It will have a negative impact on downtown and on the City of Little Rock as a whole.

Connecting Arkansas Program

From: Judy Bryant <judyebryant@gmail.com>
Sent: Monday, October 26, 2015 6:52 PM
To: info@ConnectingArkansasProgram.com
Subject: Planned Interstate Change

Please respect the wonderful resurgence in the Little Rock metropolitan area! Do not sacrifice this fast-growing , high use in our great city to speed someone's trip home to the suburbs.

Sent from my iPhone

Connecting Arkansas Program

From: nancydelamar@yahoo.com
Sent: Monday, October 26, 2015 5:41 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Nancy DeLamar -nancydelamar@yahoo.com

the I30 Crossing project will damage the integrity and viability of Little Rick. It has taken almost 40 years for the downtown area to recover and re establish itself after construction of I630. Little Rock taxpayers should not have their tax dollars used to the detriment of their city. Move I30 east of the Clinton Library with a new bridge across the AR River if 10 lanes are needed, Thank you, Nancy DeLamar

Connecting Arkansas Program

From: Stefie Gold <stefie.gold@gmail.com>
Sent: Monday, October 26, 2015 5:32 PM
To: info@ConnectingArkansasProgram.com
Cc: mayor@littlerock.org
Subject: Proposed I-30 expansion

Good afternoon,

I work in the River Market district. I also frequent this area outside of work hours to enjoy local events, restaurants, the River Market, and the river trail. I am concerned that the proposed I-30 crossing and expansion would negatively impact this area. It is imperative that road planners consider better ways to accomplish traffic easing measures that would be less disastrous for the vibrant local scene.

The River Market area has gone through a revival and should be protected from excessive car traffic. The connection to the area east of I-30 should be made more convenient for pedestrians and cyclists, not less. Fledgling businesses in that area are reviving it, and a botched job on the interstate would threaten it.

Reconsider this! Learn from other cities' mistakes - here is just one of many examples. Learn from *your own* mistakes. Don't miss an opportunity to make our city a leader in urban design like with the Broadway Bridge. Get more local stakeholder as well as urban planner input this time and, please, get it right.

Thanks,
Stefie Gold

stefie.gold@gmail.com

Connecting Arkansas Program

From: Alex Morgan <matrod_morgan@yahoo.com>
Sent: Monday, October 26, 2015 2:37 PM
To: Info@30Crossing.com
Subject: Interstate 30 through downtown

While at the meeting I looked at your plan for Interstate 30 through downtown and it kind of worried me and some other folks. I do understand that Interstate 30 does need to be improved, but I does not need 10 lanes all the way because traffic that is bad is only people commuting from the suburbs. Secondly I also noticed that the river bridge would be 12 lanes altogether which is too much for a city this size. I rather it would be expanded to 8 lanes because it is cheaper and would have less impact on downtown. If you want to improve through traffic or commuting traffic build the damn North Belt freeway already because it would get rid of all the big trucks and divert some of that traffic off of Interstates 30 and 40. You also need to look at building new river bridges in little rock because we have more pedestrian bridges than road bridges combined which is the reason why traffic is getting bad on the bridges because of less north and south arterials through little rock and north little rock. Also I looked at the new ramps at the north side of Broadway and noticed the new northbound on ramp is too close to broadway and it is the only northbound on ramp for people trying to get to Interstate 40 west from north little rock. I think a better solution would to have another north bound on ramp from the second turnaround is so that way people from around the Curtis Sykes area does not have to go all the way to broadway to turnaround. What I'm saying is look at building a full loop around the city instead because the amount of this freeway expansion to 10 lanes is about almost the same as the north belt loop that should have been built decades ago. Did this PEL study even included that? If you stop and think about the main reason why traffic is bad is because of poor designs like the cantrell interchange I-30/630 interchange and the dark hollow area because of weaving. Get together with metroplan start looking at other alternatives like the north belt freeway, transit and a new river bridge because expanding a six lane freeway to a 10 lane freeway in a city this size means you really need to look at building a full loop or something else besides adding too many lanes because you have to think about other projects around the state especially the potential new interstates. I guess I know why you've decided to make the other CAP projects like Highway 70 a five lane instead of a four lane divided because you wanted to make it a 10 lane instead of a simple 8 lane like you did with I-630

Connecting Arkansas Program

From: Harrison Maddox <hmaddox987@gmail.com>
Sent: Monday, October 26, 2015 2:27 PM
To: info@30crossing.com
Subject: Input

I am writing to voice my opposition to the 8-lane and 10-lane expansion proposals for I-30 through downtown Little Rock. I live near downtown and have enjoyed seeing it grow and fluorish--this is certainly a step in the wrong direction that will harm the steady but delicate progress we're seeing in this area.

Why disturb the fabric of our downtown for the benefit of those who live nowhere near it? With more development on the east side of I-30 just announced, it pains me to see a proposal that would further segment the city rather than bring it together. We are just beginning to recover from the scar that is I-630, built 30 years ago.

We shouldn't be catering to citizens who move to far-flung suburbs such as Lonoke, Cabot and Sherwood--this only reinforces the inclination to move away from the city and worsens the congestion problem ("induced demand").

Project Director Ben Browning was quoted in the paper as saying "We know you can't build your way out of congestion" so I am curious as to why this is the only solution offered to the public. Increased public transit is a much more scalable, affordable and sustainable solution than building more lanes of roadway, which have decades of costly maintenance work built into them--while our state is already lagging behind in road and bridge maintenance. More asphalt seems unwise. Many have suggested lengthening I-630 and crossing the river east of the airport rather than downtown. Even this is preferable to a widening project. Let's stop filling our city with through-traffic and make it somewhere people actually want to live, work and play.

Thank you for your time.

Regards,

Harrison Maddox

Connecting Arkansas Program

From: ross@cranfordco.com
Sent: Monday, October 26, 2015 2:23 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Ross Cranford -ross@cranfordco.com

I think it's important that we take a moment to reevaluate these plans and how they affect downtown Little Rock. As business owner in downtown Little Rock, and a member of the Downtown Little Rock Partnership board, I think it is imperative that more voices are heard and new options looked at. Our first priority should be the sustainable growth of our community, and not simply moving cars faster through it on the way to Memphis or Dallas. Thanks, Ross Cranford Partner, Cranford Co.

Connecting Arkansas Program

From: pebbledweller@gmail.com
Sent: Monday, October 26, 2015 2:06 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Jennifer Gordon -pebbledweller@gmail.com

As voters we may have approved the essence of these projects, but I don't believe we approved the final versions. Please reconsider how these projects will permanently scar our city and disrupt our neighborhoods. As someone who regularly does community service in the lower-income areas where I-30 runs, I can say with certainty that these changes will be negative. Please consider expanding Chester Street across the river to NLR or even a new bridge from Rose City to east of the Clinton Library. Both those options would expand business to low-income areas without the loss of connection within established neighborhoods. Little Rock wants to be a progressive city. Surely we can look at other options before plowing ahead with a "solution" to one problem without considering the creation of others.

Connecting Arkansas Program

From: vgsuha@gmail.com
Sent: Monday, October 26, 2015 1:08 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Vincent Suha -vgsuha@gmail.com

I think is plan is bad for the city and bad for any residents living east of the city. No thank you!

Connecting Arkansas Program

From: pat@patulrich.com
Sent: Monday, October 26, 2015 11:36 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Pat Ulrich -pat@patulrich.com

I strongly oppose this project and would like to see the funds used to improve access to Little Rock and North Little Rock instead of a quick bypass to the suburbs. Highways should bring people together but this plan completely ignores our burgeoning urban areas. I plan on moving Downtown in a couple of years and would like to see more green space, not more concrete and steel. Please reconsider for the sake of Arkansas.

Connecting Arkansas Program

From: er800813@hotmail.com
Sent: Monday, October 26, 2015 11:18 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Elizabeth Rogers -er800813@hotmail.com

The widening of I-630 is a horrible idea - a solution with more foresight would involve less sprawl and improved public transit. Also, Little Rock traffic is not that bad, and widening 630 is not going to improve it that much. Do not do this, please.

Connecting Arkansas Program

From: melodywalker@comcast.net
Sent: Monday, October 26, 2015 11:05 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Melody Walker -melodywalker@comcast.net

I live in Little Rock. Please rethink the I-30 CAP proposal. It will hurt downtown Little Rock and plans to expand downtown east, using some of the great features the peerless River Market development. Few want even the existing I-30 corridor through downtown Little Rock. Traffic should be re-routed AROUND Little Rock instead. Come up with a better plan; this one ignores the culture of a great city and the social-cultural mistakes learned from how horribly awry I-630 went. Please do not further divide us. Be progressive and forward thinking in your planning. Come up with a better idea.

Connecting Arkansas Program

From: deadhead0831@yahoo.com
Sent: Monday, October 26, 2015 10:55 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Fletcher Smith -deadhead0831@yahoo.com

Your plan (30 Crossing) is beyond overreaching. It is a waste of funds, and a potential detriment to the continued economic growth of Little Rock. Replace the bridge. Nothing more needs to be done.

Connecting Arkansas Program

From: Tristan Wingfield <tristanwingfield@gmail.com>
Sent: Monday, October 26, 2015 10:48 AM
To: info@ConnectingArkansasProgram.com; Scott.Bennett@ArkansasHighways.com
Subject: 30 Crossing Questions about Osborne Statue

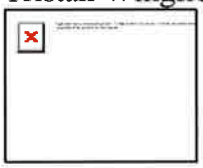
Hello, Tristan Wingfield here, I am Breezy Osbornes husband, and last night we got wind of all of this new 30 crossing widening etc.

Breezy's father Jennings Osborne, along with the Osborne Family, donated a rather large Eagle statue and courtyard to the city of Little Rock many years ago and it lives in the shadow of the current bridge. We were wondering what the status of this statue and the courtyard are with all of the planning.

Please let us know about any plans for either rehoming or protecting the statue. If you are unable to give us any info on this issue, we'd appreciate it if you would either pass our message along to the right people or simply give offer us the contact info of who we'd need to speak to about the project.

Thank you,

--
Tristan Wingfield



Barefoot Studio
www.BarefootStudio.com
Barefoot Studio

Connecting Arkansas Program

From: dhovis@yahoo.com
Sent: Monday, October 26, 2015 10:47 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Dan Hovis -dhovis@yahoo.com

Dear Sir, I am opposed to your current plans for I-30 in the downtown area. This is an ill conceived plan that will further divide what could be a developing east Little Rock. What upsets me the most is the prevention of light rail traffic eastward. Another alternate route for traffic eastward during rush hour could be extending I-630 eastward as an Chenal boulevard type roadway and head north crossing the Arkansas River and connecting with I-40 and 67. This would relieve a lot of traffic congestion during rush hour. Thank you, Dan Hovis

Connecting Arkansas Program

From: cfeild@swbell.net
Sent: Monday, October 26, 2015 10:11 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Charles Feild -cfeild@swbell.net

STOP the I-30 project. Do not destroy a part of LR txt has just been rebuilt crf (5th generation LR native)

Connecting Arkansas Program

From: atkinsshelley@comcast.net
Sent: Monday, October 26, 2015 10:02 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Shelley Atkins -atkinsshelley@comcast.net

No to any 30 expansion that negatively impacts downtown/river market area

Connecting Arkansas Program

From: Deb <dwgarrison@yahoo.com>
Sent: Monday, October 26, 2015 8:29 AM
To: Info@30Crossing.com
Subject: Citizen Comment - I-30 project
Attachments: CA0602_PM_CitizenCommentForm_PM5.pdf

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Debra Garrison

Address: 2200 Riverfront Drive #1209
Little Rock, AR 72202

Phone: (501) 912 -- 3163

E-mail: dwgarrison@yahoo.com

Comments: I'm not an engineer so I don't have the expertise to say whether this project is a good idea or not from a technical standpoint. However, I am a taxpayer and a person who wants to see our state grow its larger cities in a way that makes them "liveable" and "walkable". I prefer to see my tax dollars spent in a way that fosters public transportation. As I see it, this project is a monumental BOONDOGGLE. Please STOP it NOW.

(Continued on back)

Comments (cont.):

CAP
www.ConnectingArkansasProgram.com

Connecting Arkansas Program

From: Dale Pekar <dale.pekar@gmail.com>
Sent: Monday, October 26, 2015 12:28 AM
To: info@30Crossing.com
Subject: Input/Questions on the 30 Crossing Project, and the Public Meeting presentation materials at the Friendly Chapel on October 22, 2015?

Good d,

I have some questions for you on subject presentation materials.

a. When will hearings be held on the 30 Crossing Project?
b. The Speed Profiles graphic notes that the graphic "Assumes other improvements outside the PEL Study Area." What are the other improvements? How do we know they will be done? Is this graphic claiming benefits for the alternatives shown which will also accrue to the No-Action Alternative? If so, the material is misleading as it is effectively associating the benefits associated with those other improvements with these alternatives.
c. Why was the No-Action alternative not depicted in the presentation materials?
d. No dates are shown for the various Screening Measures and Results graphics. What date do those graphics depict?
e. The Screening Measures and Results--Costs graphic alludes to the Purpose and Need for the project. Please provide me the Purpose and Need statement for the project.
f. The Screening Measures and Results--Costs graphic does not show the actual costs of the project for the various alternatives. Please provide them to me.
g. Why have only three alternatives been described? Public input provided earlier asked for consideration of various, lower-cost measures which could be incorporated in an alternative or alternatives to reduce congestion and improve safety. The presentation made no indication as to whether any of these measures had been incorporated or what they potential effect might be. For instance, no mention was made of the possibility of relabeling I-430 and I-440 as I-30--thereby redirecting nonlocal traffic away from the city's center.
Dale Pekar

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
OCT 26 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Div. Erma Hendrix, Ward 1, City of L.R

Address: 921 W. Roosevelt Rd Phone: (501) 375-2214
L.R, AR 72206

E-mail: ehendrix2644@ATT.Net

Comments:
Please attempt to listen to various comments of the citizens that will be adversely impacted by the decision

Erma Hendrix

(Continued on back)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

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30 CROSSING PROJECT
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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Marsha Guffey

Address: 4230 Robinwood Cir
Bryant, AR 72022

Phone: (501) 317 -- 9834

E-mail: marshaguffey@yahoo.com

Comments: Warwick Sabin has eloquently stated my objections to widening I-30. Fix the bridge, fix the 40-30 split and leave Downtown LR/NLR alone! Leave the trolley alone.
You are completely ignoring many of

(Continued on back)

Comments (cont.): Your study goals (accommodate existing/future transit, connect like/red facilities/improve opport for east/west connectivity) in favor of maybe improving traffic. It seems that you are mostly pushing traffic to other areas like I-30 or 2nd 4th Streets. For every problem that is "fixed" you are making new ones.

Study goal is to optimize opportunities for Eco. Development. How are you doing this when you will cut off the east side of downtown from the west? People in both Downtowns have sweat blood to revitalize these areas. The last thing needed is a superslab of concrete in the middle. The Metroplan board policy of no more than 6 lanes should be adhered to.

The plan I have heard to make I 440 be I-30 is worthy of much consideration.

Also, the public meeting format for the 10/22 meeting was seriously flawed. With the crush of people and no more maps than there were, there was no way to see or hear explanations of the plan. Boards were confusing even to people in the trans. planning business. A project this complex needs to be presented with ample time for questions. If you move forward, it is imperative to have a monumental public information campaign.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
OCT 26 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
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Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : MIKE ORNDORFF

Address: 609 E 16TH ST.
LITTLE ROCK AR 72202

Phone: (501) 672 -- 1545

E-mail: MIKE_ORNDORFF@YAHOO.COM

Comments: I APPRECIATE THE TIME PUT IN TO THIS PROJECT. I SYMPATHIZE IN THAT THERE IS NO ONE PLAN TO MAKE EVERYONE HAPPY. BUT AS A BUILDER (RESIDENTIAL HOMES) IN THE DOWNTOWN NEIGHBORHOODS, THE PROJECT IN ITS CURRENT FORM IS VERY BAD

(Continued on back)

Comments (cont.): FOR ME AND AS A RESIDENT OF THE DOWNTOWN AREA, THIS PROJECT IN ITS CURRENT FORM IS VERY BAD FOR MY FAMILY AND I.

THE DISCONNECT OF DEVELOPMENT EAST OF I 30 AND THE RIVER MARKET IS A DEAL BREAKER.

I 30 IS SAID TO BE A COLACLY USED INTERSTATE BUT WITH THE REMOVAL OF ALL THE ON AND OFF RAMPS, IT FEELS LIKE WE ARE NOT ALLOWED TO USE IT.

PLEASE RECONSIDER THE PROJECT IN ITS CURRENT FORM.

RECOMMENDATIONS:

- MAKE I 30 & 630 THROUGH THE DOWNTOWN AREA SMALLER.
- MAKE 440 AND 430 I40 AND I 30 WEST OF 440 BIGGER.
- WE DON'T NEED THROUGH TRAFFIC. MAKE TRAVELORS NOT COMING TO LITTLE ROCK, GO AROUND LITTLE ROCK.

PLEASE CONSIDER.

SINCERELY,

MIKE ORNDORFF

Connecting Arkansas Program

From: Emily roberson <robersonem@yahoo.com>
Sent: Tuesday, October 27, 2015 8:10 PM
To: info@30Crossing.com
Subject: A terrible plan for Little Rock

Dear Connecting Arkansas Program:

We have recently moved back to central Arkansas after more than 15 years away, and I cannot believe that the Highway Department is seriously considering a plan that would destroy much of the best of what has developed in Little Rock in the years that I have been gone. When I left Little Rock, the River Market had barely developed, the Clinton Library was still in the planning stages, and no one imagined that we would soon have any bridges that would allow us to walk across the river. The easy connections between the two sides of the highway have transformed an area of the city that I would previously have been frightened to visit into a thriving and exciting part of town. I cannot understand why in the world planners would consider ripping all that up, just so it is easier for people to drive to Cabot.

This is a terrible plan, and it goes against everything planners and traffic engineers have been learning over the last 20 years about what makes cities thrive. I have lived in Dallas, we don't need that in Little Rock. And even in Dallas, now they have the Hi Line to remediate exactly what we planning to do here - a building project that destroys a city's vitality.

What a terrible idea.

Sincerely,

Emily Roberson
Little Rock

Connecting Arkansas Program

From: allengranite@aol.com
Sent: Tuesday, October 27, 2015 8:01 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Gail Allen -allengranite@aol.com

Please, please, please reconsider the I-30 Bridge widening project. Another bridge east of I-30 to connect up to I-40 and 67/167 would be far more beneficial. Since the first attempt in the early 70s to put a mall in to revitalize Main Street, LR, thousands of folks have worked to try to revitalize the downtown that we used to love so much as children in the 50s and the 60s before it went down the drain. Finally some progress is being made. Being concerned as you are with traffic flow through out the state, we feel that short shrift and very little attention is given to "quality of life issues" in towns and cities across the state. Please try to develop policies that don't further damage our quality of life. Many of us avoid Interstate highways when we can for just this reason. Some of us do NOT want to live in isolated suburban enclaves connected to the outside world by only interstates and large shopping malls. We like the old and the historical and old and not so historical. Help us Save our downtown, please.

Connecting Arkansas Program

From: Rebecca Engstrom <rebeccahauswerk@yahoo.com>
Sent: Tuesday, October 27, 2015 6:21 PM
To: mstodola@littlerock.org
Cc: info@connectingArkansasProgram.com; info@30crossing.com
Subject: I-30 expansion

I am asking action be taken and any power possible exerted to block the present I-30 expansion and ramps planned for the River Market neighborhood. It took more than 2 decades and millions of public and private money for dedicated Little Rock citizens and the City of Little Rock to revitalize the historic downtown business and residential neighborhood. Today this is a densely populated and ever growing area, getting national attention, drawing many tourists and convention business. We have created an attractive, people friendly, walking urban environment, that offers public parks, museums, a library, many restaurants, shops, galleries, and entertainment. We have joined the Little Rock River Market neighborhood to the North Little Rock Argenta downtown via trolley. Revitalization has expanded down Main Street to the now popular SOMA neighborhood. The present I-30 plan will destroy all of that. The massive traffic, concrete, noise and pollution will cause residents to abandon our downtown neighborhood. Next the shops and restaurants will close. Then the tourists will stop coming. The vibrant downtown created by our investment and care will once again die.

The people that developed and are promoting this present plan are not Little Rock citizens. Their only interest is moving mass traffic through the easiest route. There are other possible routes; the state and city have a responsibility to create a new plan without sacrificing one Little Rock's best assets. Or better yet, spend the money to create a light rail system for commuting.

We should be more interested in preserving Little Rock for the citizens who live here, than destroying it to build highways for people who don't live here. We moved from the heights three years ago to make downtown Little Rock our home. If the present highway plan becomes a reality, we will leave. I believe you will once again see a massive flight of citizens leaving downtown Little Rock and again be left with empty buildings and crime ridden parks.

Please save downtown Little Rock.

Rebecca Engstrom
315 Rock Street 610
Little Rock, AR 72202

Connecting Arkansas Program

From: jdm814@gmail.com
Sent: Tuesday, October 27, 2015 3:36 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: David Maddox -jdm814@gmail.com

Dear AHTD, I attended the AHTD open house in North Little Rock last week to view the proposed changes to I-30 through downtown Little Rock last week. Going into the meeting I supported the I-30 expansion. I came away from the meeting thinking that the changes to widen I-30 and remove the trolley line going to Heifer and the Clinton Library and creating a massive concrete barrier for pedestrian and bike traffic as something that needs a lot more consideration. I am concerned primarily about two issues. The first is that building an 8-10 lane interstate through downtown will only divide the city even more by creating more barriers to downtown neighborhoods. The area east of I-30 has just begun to start growing with the addition of Lost Forty and the announcement of the new East Little Rock development. Building an 8-10 lane I-30 expansion through downtown will make it considerably harder to access east Little Rock venues like the Clinton Library, Lost Forty, Heifer, and the new bike trail for pedestrians and bikers. Secondly, by widening I-30 we are only making it easier for residents of Little Rock to move farther from the city and commute from North Little Rock, Cabot, Conway and Pine Bluff. This will reduce Little Rock's property and sales tax revenue, which will ultimately reduce much needed city services and school funding. I would rather we spend our limited tax dollars on improving the downtown area to encourage residents to move to midtown and downtown areas to reduce traffic coming into the city. The Tech Corridor and condominiums are a great start to revitalizing downtown and getting people to live downtown. If we make it easier to commute from the surrounding cities these cities will gain all the benefits of the I-30 expansion and we will be stuck with more traffic, noise, and pollution. I've heard a lot of discussion from groups opposed to the I-30 expansion about routing this traffic around Little Rock using I-440 where it will not negatively impact the expanding River Market, SOMA, and emerging east Little Rock. Has this alternative been considered? I think the expansion of I-30 through downtown Little Rock must be reconsidered. The original interstate highway system as envisioned by the Eisenhower administration never intended to route interstate traffic through city centers resulting in pollution from exhaust, noise from traffic, and isolating residential neighborhoods causing urban blight like it has done in Little Rock with 1-30, I-630 and I-430. There has to be a better way to preserve our downtown and encourage residents to move back to the city. The planned I-30 expansion is not a good use of Federal Highway dollars and it is wrong for Little Rock. Sincerely, David Maddox Little Rock, AR

Connecting Arkansas Program

From: jengadberry@gmail.com
Sent: Tuesday, October 27, 2015 3:17 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Jennifer Gadberry -jengadberry@gmail.com

Please do not move forward with the expansion project. It will deter current economic growth in downtown and is not good for Little Rock. Thank you.

Connecting Arkansas Program

From: ozarknature@gmail.com
Sent: Tuesday, October 27, 2015 1:00 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: David Orr -ozarknature@gmail.com

This is a colossal waste of money. It will devastate the downtown, and is unneeded. Re-route I-30 on the current I-440. Build MORE transit, don't destroy existing transit, e.g. light rail. Promote livable, walkable urban living and economic development. This proposal is right out of the 1950s. Pull your heads out, AHTD! The world has passed you by.

Connecting Arkansas Program

From: emily.barrier@gmail.com
Sent: Tuesday, October 27, 2015 12:29 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Emily Barrier -emily.barrier@gmail.com

How can I get detailed information on things like how does your proposal differ from existing system. I a not as much interested in that you are adding lanes but exactly how you are adding them, where does the additional land come from, what is the impact on existing roadway and surrounding areas, etc. I hear things like you are closing entrance/exit ramps, you are closing city streets, you are making existing city streets into major carriers of traffic, it would negatively impact the growth of downtown areas, etc. and I have not been successful in getting information to allow me to understand what would happen in order to form an opinion----I have spent considerable time downloading information on your website and have learned very little of what I wanted to know. Additionally, since this area is rather short (distance), I do not understand the impact of getting into the lane you need to be in (crossing more lanes of traffic?) in the time/distance allowed---a problem for me when traveling any part of this system. I look forward to hearing from you in my quest for basic information. Thanks.

Connecting Arkansas Program

From: mchslater@gmail.com
Sent: Tuesday, October 27, 2015 10:30 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Cathy H Slater -mchslater@gmail.com

The I-30 expansion/bridge replacement as proposed would have a disastrous effect on downtown Little Rock that has seen so much re-development and growth in the last 20 years. Many, many people have poured their lives and sweat into this effort, not to mention millions of dollars. The I-630 corridor which split our city in half E to W has had disastrous results on citizen relations, the likes of which will take us years to recover from, if we ever do. I see this proposal as doing even more than that....the downtown revitalization efforts that have begun to heal the wounds of the E-W division would be completely stymied. Why spend billions to support a traffic corridor that already does not fit in the space. Surely this whole project could be moved further east and save our wonderful downtown. Please add my voice to those saying NO NO NO NO to this I-30 proposal.

Connecting Arkansas Program

From: Carol Worley <Carol.Worley@wwp-lawfirm.com>
Sent: Tuesday, October 27, 2015 9:36 AM
To: 'Connecting Arkansas Program'
Cc: 'Stodola, Mark'; 'erma hendrix'; 'Kathy Webb'
Subject: RE: I-30 Crossing proposed project

Thank you Jon. I think the need for the expansion is probably there. However, I also think the proposal for a downtown thoroughfare such as being proposed is inappropriate. With the money being spent and the task to be accomplished there are much better alternatives. Numerous cities such as ours have proven that. If the money indeed has to be spent on expanding the interstate, alternative expansion plans should be considered. Boston accomplished that with tunnels under the city. Or look at what Portland and similar cities have done in rerouting traffic and maintaining pedestrian friendly cities that have flourished. With those alternatives the streetscape isn't adversely affected by the plan. I'm not an engineer but I strongly believe that simply laying additional expanses of concrete to widen an already wide interstate through the heart of an urban revitalization effort is appropriate. I think it will prove to be the demise of the revitalization effort. Thanks again, Carol

From: Connecting Arkansas Program [mailto:info@connectingarkansasprogram.com]
Sent: Tuesday, October 27, 2015 6:14 AM
To: Carol Worley
Subject: RE: I-30 Crossing proposed project

Thank you for your comments. I've sent them to the project team.

CONNECTING ARKANSAS PROGRAM CAP

Jon Hetzel
CAP Communications Manager
Office: 501-255-1519
E-mail: Info@ConnectingArkansasProgram.com

From: Carol Worley [mailto:Carol.Worley@wwp-lawfirm.com]
Sent: Thursday, October 22, 2015 2:25 PM
To: 'info@ConnectingArkansasProgram.com' <info@ConnectingArkansasProgram.com>
Subject: I-30 Crossing proposed project

I am unable to attend the meeting today on the proposed 30 Crossing project. However, I do want to pose my vehement objection to the proposed project. I am a resident of downtown Little Rock and have recently located my law firm downtown. While I understand the necessity of maintaining the structural integrity of the Arkansas River bridge, I am against the proposed plan to widen I-30 at the River and at the I-540/I-440 split. Much effort and expense has gone into revitalizing, redeveloping and unifying the River Market, the area around the Clinton Presidential Center, Main Street's Creative Corridor, and the South Main area of Little Rock over the past 20 years. These areas have become pedestrian-friendly attractions that draw locals and tourists and are greatly

contributing to the economic growth of our City. The current design for the I-30 expansion would decimate these areas, not to mention the adverse effect it will have on the surrounding historic neighborhoods that border the proposed expansion to the east and west. We have seen that with the increase in new business development and public transit is actually deepening connections across the current I-30 corridor. The Hangar Hill area is seeing new development and hopefully will continue this trend. The end effect of the proposed expansion will create a stark dividing line between downtown and the neighborhoods to the east similar to what I-630 did along the north/south axis when it was installed decades ago. Widening the freeway at the expense of a developing downtown and its surrounding neighborhoods is irresponsible and not well thought out. Clearly, the trend across the country is in the opposite direction, removing interstate highways from dense urban areas or locating them underground where street level activity and development is not adversely affected. Further, spending half a billing dollars to address several hours of rush hour traffic is overkill and not a wise use of tax payer's money. Expanding roads does not eliminate backups during peak times, but instead it simply invites more vehicular use to fill those roads. Look at what traffic is like in California. Also, with the few exit ramps in the plan the effect will be not to encourage or assist movement into downtown, but to encourage movement through the area. Tourism and economic development will again decline in this event.

A better use of taxpayer funds will be to find alternative modes of transportation like commuter trains, trams or other mass transit designs or at a minimum a more innovative or creative plan to address the matter. Attention should be placed on current trends in urban growth and living including high-density, pedestrian-friendly urban areas with robust public transit that will help facilitate economic growth instead of thwart it. Further, efforts should be directed to anticipating the future, when multi-lane highways may well no longer be as desirable and mass public transportation is deemed the more feasible mode of travel. Little Rock is not just a city on a map that warrants a pass through. It's a vibrant city that is seeing tremendous growth and development in the downtown area. That growth does not need to be hindered by this proposed project.

Carol Lockard Worley
Worley, Wood & Parrish, P.A.
1318 S. Main St., Suite 200
Little Rock, AR 72202
501-225-3535 x 105 (w)
501-580-2326 (c)

Connecting Arkansas Program

From: doribraithwaite@yahoo.com
Sent: Tuesday, October 27, 2015 9:29 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Dori Braithwaite -doribraithwaite@yahoo.com

On LRK side, combine the exits for 6th

Connecting Arkansas Program

From: porcharlie@gmail.com
Sent: Tuesday, October 27, 2015 9:01 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Charlie Porter -porcharlie@gmail.com

To Whom It May Concern: As a citizen of Little Rock who makes regular use of the I-30 bridge, I have to say that I am strongly opposed to the widening project. It seems extremely costly not only in total dollars but, more importantly, in damaging one of the few areas of this city that is growing and vibrant. It also seems completely unnecessary and that it is being done without much research, thought, creativity or concern for the long term future of the city and it's citizens. I have not once encountered traffic (even during rush hour) that I could ever imagine justifying a $600 million bill, let alone the ruining of one of Little Rock's more thriving areas. PLEASE reconsider this project or at least for the time being table it until more options have been explored. Respectfully, Charlie Porter

Connecting Arkansas Program

From: Janell Mason <jklmason2011@gmail.com>
Sent: Tuesday, October 27, 2015 8:17 AM
To: info@ConnectingArkansasProgram.com; gholmstrom@downtownlr.com; Mark Stodola
Subject: I-30 Crossing/Please consider my neighborhood

Is it possible to take more time to study the impact of the I-30 Crossing on my neighborhood?

I am opposed to the current plan due to the impact it will have on Downtown's incredible resurgence, the Sculpture Park, and so many other wonderful things happening here. We live and work downtown, just yards away from the proposed "divide".

If this can be delayed for further study I believe there is a better solution. Thank you in advance for your consideration.

Sincerely,
Janell

Janell Mason | 501.539.0913
Make today count!

Connecting Arkansas Program

From: rbsteck@yahoo.com
Sent: Tuesday, October 27, 2015 6:47 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Robert Steck -rbsteck@yahoo.com

I support the I30 expansion but hope you find a way to continue trolley service to Heifer and the Clinton Presidential Library.

City of Little Rock

Mark Stodola
Mayor

City Hall, Room 203
500 W. Markham
Little Rock, Arkansas 72201-1427
Phone: (501) 371-4510
Fax: (501) 371-4498
www.littlerock.org

October 27, 2015

Jerry Holder
Scott Bennett
Arkansas Highway and Transportation Department
P.O. Box 2261
Little Rock, AR 72203

Dear ~~Mr. Holder~~ Jerry and Mr. Bennett:

Now that the AHTD has held a major public hearing on the I-30 project and its impact on Little Rock and North Little Rock, it is apparent that several concerns and objections have surfaced. I would like to request that the process be paused or suspended so that these issues can be specifically and considered. As you know downtown Little Rock and its revitalization is of major importance to hundreds of businesses and individuals who enjoy our downtown revitalization which has occurred over the last 20 years.

I know the last thing AHTD wants to do is to negatively affect the success that has occurred. With that in mind, I would like to recommend the following specific issues be considered.

1. Since the Federal Highway Administration has also suggested that as part of the NEPA process the 8 lane alternative be considered, I believe this option should be revisited to determine whether or not it is really necessary to expand the interstate to 10 lanes. I have great skepticism about this based on the future use of automobiles over the next 25 years. The massing that 10 lanes creates is a major negative that many people have spoken out about and are concerned with.

2. Likewise, I am also very concerned about the closing of 3rd Street and 4th Street in terms of East /West access. Our city engineers have also expressed concern. We want increased connectivity rather than decreased connectivity. I believe this should be revisited to see whether there are other alternatives that will maintain connectivity.

3. In the course of discussions you have suggested that the Clinton Library and Heifer were not concerned with the trolley tracks being removed from the east side of the Interstate. I have discussed this matter with the Clinton Foundation and they believe otherwise. They believe the trolley tracks are important long term to the visiting public coming to the library. I also would note that the newly announced development on 6th street, E-stem school and the use of the trolley tracks as a further connection between the River Market and related renovations on the east side of the Interstate makes a lot of sense and suggests that they are even more critical to maintain.

4. As for the Interchange on 2nd street, several objections have been raised about the necessity to move the trolley tracks to the northern most curb and the obstructions it will

cause to delivery trucks for businesses in the area. As you know I have previously questioned the need for three lanes based on traffic counts and you have maintained that close of Cumberland to LaHarpe justifies 3 lanes. This issue needs to be looked at again. I know you have attempted to satisfy the congestion issues on Markham Street, LaHarpe and Clinton Avenue, which I appreciate, but the corresponding congestion this may create may make this an impractical option. I know you have discussed a bridging of the interchange over Cumberland to descend onto LaHarpe, however, there has been very little discussion with the city on this matter so this alternative as well as others should be revisited as well.

5. Candidly I would rather consider an interchange connection at 4th street and 6th street or moving access into downtown off of I-630 which has also been previously mentioned and ask that these alternatives be revisited as well. In summary, it is obvious that many issues of concern have arisen and it is best that we try and gain mutual consensus about these issues before this project moves any further through the NEPA process. Thank you very much for your consideration.

Sincerely,

Mark Stodola
Mayor

Connecting Arkansas Program

From: Dale Pekar <dale.pekar@gmail.com>
Sent: Wednesday, October 28, 2015 8:32 PM
To: info@30crossing.com
Subject: Input/Questions on the 30 Crossing Project

Good day,

Pursuant to the need to develop the full range of reasonable alternatives, please develop the following alternatives or explain why they would be unreasonable.
A.--An alternative designed to minimize anticipated future fatalities in this transportation corridor. This alternative would likely involve reducing posted speed limits and maintaining a congested corridor to deter speeding. As safety is one of the driving forces behind this effort, it is only reasonable to develop such an alternative. It is important to display this alternative, and this information, as your presenters have indicated that this corridor has a very large number of accidents, but relatively few fatalities. It's important that people be able to distinguish between fender-benders and fatalities, and to see whether reducing congestion in a given alternative is expected to increase fatalities.
B.--An alternative that redirects traffic to other Arkansas River crossings. Such an alternative could be developed and implemented at relatively low cost. It could also be implemented quickly, on a trial basis, to gauge its effectiveness and to determine whether the road expansion envisioned in the latest presentation at the Friendly Chapel is truly needed. This may be as simple as relabeling this study area section of I-30 as Business 30 and adding an I-30 designation to I-430 and I-440, and I-630. Continuous warning signs about congestion on Business 30 would also serve to divert through-traffic elsewhere.
C.--At least one alternative should keep 4th Street open under I-30.
D.--An alternative that would establish a system to handle excessive congestion--whether occasioned by routine traffic or by reasonably-expected events such as accidents and icing. This system would function in much the same way that an emergency spillway functions on a dam, except that it would see regular use. When interstate congestion becomes excessive, relative to the congestion on alternate route surface streets, signage would divert some or all traffic to surface streets or to alternate interstate routes. Improvements in signage, installation of sensors, and possible modification of such congestion routes would be a part of this alternative.

Additionally, as safety is one of the driving forces behind this effort, the analysis needs to show estimates of future fatalities and future accidents in the corridor for each alternative, and for the recent past.

Dale Pekar

Hetzel, Jon, D

From: Straessle, Danny <Danny.Straessle@ahtd.ar.gov>
Sent: Wednesday, October 28, 2015 5:22 PM
To: Jordan, Ruby; Hetzel, Jon, D
Subject: FW: Commission Web Form

- Danny

From: Williams, Lindy H.
Sent: Tuesday, October 27, 2015 2:21 PM
To: Ort, Randy; Straessle, Danny
Subject: FW: Commission Web Form

Danny,
Do you want to handle this?
Thanks!
Lindy

From: John Chamberlin [mailto:noreply@formresponse.com]
Sent: Tuesday, October 27, 2015 2:05 PM
To: Williams, Lindy H.
Subject: Commission Web Form

Question	Answer
Name	John Chamberlin
E-mail	johnnie.chamberlin@gmail.com
Phone Number	
Message	I am writing to ask you to review the AHTD mission statement and to read up on "Complete Streets"and "Smart Growth"if you are unfamiliar with those terms. Mission: "Provide a safe, efficient aesthetically pleasing and environmentally sound intermodal transportation system for the user" I feel plans to widen I-630 and I-30 in downtown Little Rock are in conflict with your mission statement. Widening I-30 to 10 lanes will harm rail, bike, and pedestrian infrastructure which is the opposite of what intermodal means. These projects will also damage the fabric and aesthetics of Downtown.

Arkansas has already overbuilt its highway system, something your own documents make clear (https://www.arkansashighways.com/PowerPoints/2012/120612_SEB_leadAR.pdf). Arkansas has the 12th largest highway system in the country while ranking 32nd in population and 29th in area. According to your report we have more highway miles than California. AHTD should focus on repairing and maintaining existing infrastructure while transitioning many of our highways to more complete streets that serve pedestrians and bicyclists in addition to automobile drivers.

Thank you for your time and consideration,
Johnnie Chamberlin

You can see great examples of large cities removing urban freeways here: http://trailsofarkansas.blogspot.com/2014/05/why-i-oppose-widening-i-630-in-little.html

Hetzel, Jon, D

From: Straessle, Danny <Danny.Straessle@ahtd.ar.gov>
Sent: Wednesday, October 28, 2015 5:21 PM
To: Hetzel, Jon, D; Jordan, Ruby
Subject: FW: Commission Web Form

- Danny

From: Williams, Lindy H.
Sent: Tuesday, October 27, 2015 2:39 PM
To: Straessle, Danny
Subject: FW: Commission Web Form

From: Laura Redden [mailto:noreply@formresponse.com]
Sent: Tuesday, October 27, 2015 2:37 PM
To: Williams, Lindy H.
Subject: Commission Web Form

Question	Answer
Name	Laura Redden
E-mail	laurahome2@comcast.net
Phone Number	
Message	I have lived in the River Market Neighborhood for six years now, and I attended the I-30 presentation/meeting last Thursday. In my eyes, the current plans would NOT be good for downtown Little Rock. The AHTD's objective seems to be to move as many vehicles through my neighborhood as fast as possible. I join others in this neighborhood and in others asking for a pause in the planning so that the community can have more input and a better consensus can be reached.

Connecting Arkansas Program

From: David Barber <odoketa@yahoo.com>
Sent: Wednesday, October 28, 2015 2:00 PM
To: Info@30Crossing.com
Subject: RE: 30 Crossing Public Meeting
Attachments: CA0602_PM_CitizenCommentForm_PM5_December6.pdf

Find attached comment form.

Regards,
David Barber

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : David Barber

Address: 1721 Simms St
Conway AR 72034

Phone: (501) 499 - 9897

E-mail: odoketa@yahoo.com

Comments: As a walking and health advocate I was deeply dismayed by the proposed expansion of I-30 through Little Rock. This is not a well thought out plan for anyone. Arkansas ranks last or near last on a variety of health measures, and this plan will only cause further harm. In prioritizing driving over other forms of transport, but also in destroying what is becoming a very walkable area. Needless to say it will also damage businesses in this area which would benefit from increased foot traffic. It's clear that the needs of the community have been ignored by this design, and frankly I can't see how it was conceived of in the first place. This is a plan that hurts everyone and helps noone. I look forward to seeing in future a better, more sustainable plan.

Connecting Arkansas Program

From: Tom Welch <twelch1950@yahoo.com>
Sent: Wednesday, October 28, 2015 1:18 PM
To: info@30Crossing.com
Cc: nomen@arkansasonline.com; cking@arkansasonline.com
Subject: I-30 proposed improvements

I would suggest all parties involved in the proposed I-30 widening to look into the almost identical improvements of I-235 through Des Moines Iowa which was completed more than 7 years ago . The I-235 consultant and DOT had identified as their "preferred alternative" in the EIS an alternative which had a very substantial widening of I-235. After numerous meeting with interest groups ,Cities and the MPO a consensus was developed, among all groups, to develop to build the "Limited Build Alternative" in addition to some improvements to parallel arterial streets.

One less lane in each direction (than in the preferred alternative) was constructed within the Central Business District section of the project . But all safety and traffic operation issues(left hand exits, short ramps and weave sections etc) were addressed in the final design .

After almost a decade after completion I think everyone, including the DOT, is very pleased with the final design , traffic operations, safety improvements and landscaping etc.

Marty Sankey P.E would be the best contact for the I-235 widening project mart.sanky@dot.iowa.gov

I would also suggest you discuss with him all the traffic management programs that were implemented to facilitate traffic DURING the many years of reconstruction.

Rarely can we always build the IDEAL engineering solution these days . More often a "Balanced design" is the better alternative which addresses the concerns of many interest groups -quality of life in neighborhoods , environmental impacts , impacts to other modes of transportation etc.

Connecting Arkansas Program

From: Benjamin Maddox <charles.b.maddox@gmail.com>
Sent: Wednesday, October 28, 2015 1:03 PM
To: info@30crossing.com
Subject: Concerned

Hello, I am writing concerning the current proposal to replace and expand sections of I-30 in and around downtown Little Rock. I believe the plan as currently proposed would be detrimental to the incredible growth, energy, and revitalization of our city that has taken place over the past ten years. I grew up in Little Rock, attended college at UCA in Conway and have always loved central Arkansas. But after college I left Arkansas, feeling like Little Rock lacked the quality of life that I desired. But just a few years after that decision, I've moved back to Little Rock, in no small part due to the increasing quality of life and revitalization of downtown. As a young college-educated professional, Little Rock finally feels like a place that I would to live in and stay in. This proposed project represents more than just a few more lanes and a new bridge - its a mandate on what the next 15-20 years of growth will look like in our city. I do not presume to be an engineer, but I do ask that you consider allowing for a greater amount of public input in this plan. Cities should be built to reflect the values and the needs of their citizens. I do not believe this development as proposed accomplishes either of those.

Sincerely,

Charles Benjamin Maddox

Connecting Arkansas Program

From: sholland@thesoco.com
Sent: Wednesday, October 28, 2015 12:35 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Steve Holland -sholland@thesoco.com

Where can you see a preliminary design plan that shows the proposed exits, on-ramps and frontage streets. All I have seen is the flyover video. It doesn't show details.

Connecting Arkansas Program

From: scans@mail180-14.suw31.mandrillapp.com on behalf of scans@hughesstaffingagency.com
Sent: Wednesday, October 28, 2015 11:06 AM
To: Brad Hughes; info@30Crossing.com
Subject: Scanned from a Xerox Multifunction Device
Attachments: Scanned from a Xerox Multifunction Device.pdf

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Device.

Attachment File Type: pdf, Multi-Page

Multifunction Device Location:
Device Name: XRX9C934E5EA0C0

For more information on Xerox products and solutions, please visit http://www.xerox.com

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Brad Hughes

Address: 700 East 13th Street
N. Little Rock AR 72114

Phone: (501) 791 - 3307

E-mail: Brad@HughesStaffingAgency.com

Comments: The proposed solution for Park Hollow Community is Not good. We are losing the ability to go west on I 40 from the on ramp at Curtis Sykes, and from I 40 west to I 30 west we are losing the ability to exit on to Curtis Sykes. The proposed solution

(Continued on back)

Comments (cont.): is only taking way form distress community. A solution for Dark Hollow Community would be the ability from North Hills to be able to I 40 East and from I 40 west exiton to North Hills.

CAP
www.ConnectingArkansasProgram.com

Connecting Arkansas Program

From: J B Cross <jbcross@jbcrossconstructionlaw.com>
Sent: Wednesday, October 28, 2015 11:03 AM
To: info@30Crossing.com
Subject: Cross Comments on I 30.pdf
Attachments: Cross Comments on I 30.pdf

Cross Comments on I 30.pdf

Junius Bracy Cross, Jr.
Attorney at Law
308 East 8th Street
Little Rock, AR 72202
(501)374-2512 Fax (501)324-8938
E-mail jbcross@jbcrossconstructionlaw.com
Alternate: jbcross@cei.net

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

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116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : J B Cross

Address: 308 E.8th Street
Little Rock, AR 72202

Phone: (501) 374 -- 2512

E-mail: jbcross@cei.net

Comments: The plan as shown in various media reports and the down load materials will have a very negative impact on the surrounding areas without any real benefit. The proposal will make access worse and not better. The River Market area and downtown development will be adversely affected. The resources would be better spent diverting through traffic to 440 or 430. The current plan will stifle current developments and end future near area developments and end downtown revitalization. Allow these areas to develop then in a few years do a project that enhances not cripples. Thanks for the opportunity to speak on this. JB

(Continued on back)

Connecting Arkansas Program

From: DDNixon@aol.com
Sent: Wednesday, October 28, 2015 10:40 AM
To: info@connectingarkansasprogram.com
Subject: Fwd: [lr-dna] I-30 plan comment from downtown resident & business owner

I agree with the sentiments expressed in this comment.

I spend much of my time in the various neighborhoods downtown and passing through from my farm at Jacksonville to Little Rock. I once lived in the Governor's Mansion District and plan to return. I own rental property there. I have driven the river bridge section frequently since it opened decades ago I do not favor the project as now proposed.

Dana Nixon

From: lr-dna@yahoogroups.com
To: lr-dna@yahoogroups.com
Sent: 10/28/2015 10:30:22 A.M. Central Daylight Time
Subj: RE: [lr-dna] I-30 plan comment from downtown resident & business owner

'info@ConnectingArkansasProgram.com'

Connecting Arkansas Program

From: Daniel Church <dchurch530@gmail.com>
Sent: Wednesday, October 28, 2015 10:04 AM
To: info@30crossing.com
Subject: Comments Re: I-30 expansion

To whom it may concern,

I would like to vocalize my opposition to the 30 Crossing Plan in its current form. As an urban designer and urban planner for the City of Dallas and a Little Rock native, I have extensive experience with the detrimental effects caused by freeways and their expansion. To not belabor the point, here are my three reasons for my opposition to the freeway expansion.

1) Removal of Streetcar
Little Rock has the only non-bus transit system in the state. It is a symbol of progress for the city and the metro region. It represents the past and our historical roots as a compact, walkable community full of streetcars but it also represents our future as a thriving metropolis with comprehensive transit. Designing the freeway to eliminate the streetcar is not only a waste of federal tax payer dollars (since the streetcar was in part funded federally by TEA-21 and TIGER funds), but it also greatly hurts the future of mass transit in Little Rock and the whole metro region. Further more, it will be one of many things that will cause economic trouble for the City of Little Rock and North Little Rock

2) Economic impacts on Little Rock
a) Isolation of East Little Rock
By making the passage way under or across I-30 even greater and less desirable, this project further isolates East Little Rock and its disinvested communities. Furthermore, you are eliminating their access to one means of transit, making it more difficult for those citizens to access jobs without the use of a vehicle. Between this factor, and the fact that you will have to use eminent domain on nine homes on the east side of I-30, this is arguably an environmental justice issue and is honestly a walking lawsuit waiting to happen.
b) Extreme harm done to Clinton Library, Heifer Museum and River Market district
This design deepens the slice the freeway makes through downtown. Furthermore, its current design eliminates pedestrian and transit access to two of Little Rock's largest tourist attractions, attractions that attract people from around the country. Attractions that result in large sums of tax generation. This design will destroy businesses in downtown along 2nd Street due to it being "rebranded" as a freeway on-ramp.
This design will eliminate underpasses at 3rd, 4th, and Capitol Streets. making it more difficult for tourists to access businesses on the east side.

3) Facilitating urban sprawl
By enabling citizens from other communities to breeze in and out of downtown, this project simply facilitates urban sprawl for the Little Rock Metro Region. A few facts about Little Rock and urban sprawl that I am sure you are more than aware of.

- Little Rock ranks as the 18th most sprawling metro area of the country, and the #1 most sprawl medium metro area.
- Urban sprawl is full of negative environmental and social implications including but not limited to:
- habitat destruction
- the loss of arable farmland (reducing agricultural productivity, a hugely important issue in a state such as Arkansas)

- increased vehicle miles traveled, which increases carbon emissions, perpetuating climate change
- social disinvestment of inner-city communities such as North Little Rock and Little Rock, perpetuating cycles of poverty, racial exclusion, and destroying their school districts
- increased rates of obesity and health problems due to a more sedentary lifestyle. This is also critical for Arkansas since we were recently named the fattest state in America

I know that expanding highways is what keeps you employed. And I know that Arkansas recently passed a tax increased and that money must be spent. But I implore you to reconsider this project and its scope. The economic vitality of the cities of Little Rock and North Little Rock, two of the most powerful economic engines in the state, hang in the balance.

Sincerely,

--
Daniel L. Church

Connecting Arkansas Program

From: Kathy Roberts <Kathy.Roberts@baptist-health.org>
Sent: Wednesday, October 28, 2015 8:11 AM
To: info@30Crossing.com
Cc: John Roberts
Subject: I 30 Project

As a citizen of Little Rock, I would oppose any aspect of the project that reduces off street parking or disruption of the trolley line. I understand the need for renovations but encourage you to look for ways to make the project successful without disrupting the environment that has been created in downtown Little Rock. Thanks for your consideration, Kathy Roberts

Kathleen B. Roberts, M.S., CHC
Corporate Compliance Officer
BAPTIST HEALTH
9601 Baptist Health Drive (please note change of address)
Little Rock, AR 72205-7299
501-202-1323 (office); 501-202-1115 (fax)
email: kathy.roberts@baptist-health.org

"All Our Best Begins with Me"

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

RECEIVED
OCT 28 2015
GARVER, LLC

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Earnest C. Peaster

Address: 1812 Bragg ST
Little Rock AR
72206

Phone: (501) 374 -- 2406

E-mail:

Comments: Widen I-30 to 10 lanes with a downtown Collector/distributor system would be the way to relieve traffic congestion.

(Continued on back)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
OCT 29 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Michael Harvey

Address: 310 W. Daisy Bates Dr.
Little Rock, AR 72202

Phone: (479) 530 -- 1353

E-mail: mwharve@yahoo.com

Comments: Please refer to the attachment for my typed comments. Thank you.

(Continued on back)

30 Crossing Project Comments:

- I do not support the proposal that would have 2nd and 4th Streets become a state highway route. Removal of the on-street parking and an increase in the number of lanes would encourage speeding and be detrimental to the businesses located along the route. Many of those businesses may not have access to an off-street parking lot. These streets should be designed with the needs of business owners and downtown residents considered above the needs of traffic that is only passing through. People who drive through downtown should expect to have to slow down when they exit the freeway. We should not be making it easier for vehicles to travel faster through downtown.
- I am also concerned about the maintenance of 2nd and 4th Streets becoming the State's responsibility. The State is currently doing a very poor job of maintaining the downtown streets they are already responsible for. Broadway, for example, is in a terrible state of disrepair north of the Mills Freeway. A cobblestone street would probably be easier to drive on than Broadway is right now. If they are incapable of maintaining what they are already responsible for why should we consider a plan that would increase the number of streets designated as a state highway? These streets are better off in the hands of the city.
- A plan that reduces downtown connectivity is not a good plan. The plan needs to be revised to ensure that all of the streets that currently pass over or under the current freeway will not lose their connections. It also seems ridiculous to me that the trolley cannot be accommodated. There must be a place for the trolley tracks to pass under the new bridge. There is no way that that's impossible to do. Having to pay back the federal government for the grants that were used to construct those tracks is a completely irresponsible and wasteful use of our tax dollars. The current plan demonstrates the highway department's single-minded short-sightedness. The department seems to believe that the only citizens worth anything are those behind the wheel of an automobile.
- At the meeting I heard several representatives of the plan state that the current population of Little Rock does not justify the consideration of other mass transit alternatives to the highway expansion. That may be so, but I believe the same could be said of a ten lane freeway. Even a city with the combined populations of Little Rock and North Little Rock should not need a ten lane freeway. This proposal is major overkill. I can't think of any other city our size, in the region, that has a ten lane freeway. It's an excessive waste of funds, in my opinion. As someone who occasionally travels from downtown to North Little Rock during the afternoon rush hour it seems to me that the number of lanes on the freeway is not the problem. The problem is the poorly designed ramp from eastbound 630 and the ramps from the River Market area that have become bottlenecks. Once you are past those trouble spots the traffic on the actual freeway is almost always moving fine. Why can't we just rework the ramps, replace the bridge, and leave everything else the way it is?
- There will always be some traffic delays during rush hour, regardless of how many lanes are added. Well-known studies have shown that adding lanes will not eliminate congestion problems. It will only encourage a greater number of people to choose to commute. It is unreasonable to ask all of us to share in the cost of that commuting by having our tax dollars frivolously spent to try and make it easier. The people who are commuting from outside of the city have made a choice to not live near where they work. They made that choice with the understanding that they would have to deal with rush hour traffic. Our downtown should not have to suffer for the benefit of people who are not even citizens of this great city. We should instead be designing roads and places that encourage people to live nearer to where they work. The current disregard that many commuters seem to have for the environment that we all share should not be encouraged.
- Director Bennett does not do his cause any favors when he takes to twitter to express comments like the one he recently made about why people choose to live in Cabot. A much larger number of people choose to live in Little Rock and his comments only reinforce the belief that many of us have, which is that he and the department consider the needs of commuters to be more important than the needs of the city. We do not seem to all be equal in the eyes of the highway department. The citizens of Little Rock will be contributing more tax dollars to this project than the citizens of any other town and our city should not have to suffer as a result of this project.

Thank you for considering my comments,

Michael W. Harney

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

RECEIVED
OCT 29 2015
GARVER, LLC

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)
Name: Jenny Lee Shumate
Address: 315 West 33rd PLACE
NORTH Little Rock
AR 72118
Phone: (501) 812-4388
E-mail: jennyshumate@sbcglobal.net

Comments: I do not WANT the new Highway system to disrupt the current configuration of our TROLLEY SYSTEM, River MARKET pedestrian traffic or bicycle trails. We need to look at making our Community more safe for bicycle + pedestrian traffic. I know the

(Continued on back)

Congestion at peek times needs to be addressed but I think ~~the~~ traffic should be ~~be~~ diverted in a less disruptive manner.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Cheri Nichols

Address: 1721 S. Gaines St. Phone: (501) 375 -- 2686
Little Rock, AR
72206

E-mail: cgnichols79@comcast.net

Comments: Please see attached.

(Continued on back)

My husband and I have been homeowners in the Governor's Mansion neighborhood in downtown Little Rock since 1980. Consequently, I have 3 ½ decades of personal experience with the divisions created by Interstate 30 and Interstate 630. More than any other single factor, the interstates have caused certain downtown areas – east of I-30 and south of I-630 – to be considered the "bad" parts of town, thus contributing to loss of population and widespread physical deterioration. Only through the efforts of historic preservationists and other die-hard downtown supporters has some revitalization occurred in the areas that I-30 and I-630 blocked off from the "good" sections of Little Rock.

Since the era when I-30 and I-630 were constructed, cities across the country – and around the world – have learned the hard lesson that freeways built through the heart of a city do more harm than good. Interstates are ugly and noisy; they destroy residential areas and neighborhood business districts; they facilitate expensive sprawl-style development on a city's edge – to name just a few of the negatives. On the plus side? They allow cars to move fast – and even that supposed attribute has been cast into doubt by studies that document the phenomenon known as "induced demand."

Fifty years after I-30 was constructed, one would hope that the Arkansas Highway and Transportation Department had learned a few things about the negative impacts of interstate highways. Sadly, that doesn't appear to be the case. Rather, the AHTP seems to be stuck in the 1960s, still believing that cars must move as quickly as possible from one point to another and the way to accomplish that is to build bigger and wider interstates, without regard for the negative consequences to a community.

The plans for I-30 through downtown Little Rock don't merely need to be "tweaked." They need to be abandoned altogether and replaced by an approach that incorporates community goals for a revitalized downtown, not just AHTD goals for moving cars.

Cheri Nichols
1721 S. Gaines St.
Little Rock, AR 72206
501-375-2686
cgnichols79@comcast.net

Connecting Arkansas Program

From: davejraymond@msn.com
Sent: Thursday, October 29, 2015 7:26 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: David Raymond -davejraymond@msn.com

I highly support the proposed projects above, most especially the I-30 expansion.

Hetzel, Jon, D

From: Straessle, Danny <Danny.Straessle@ahtd.ar.gov>
Sent: Thursday, October 29, 2015 8:54 AM
To: Hetzel, Jon, D; Jordan, Ruby
Cc: Bennett, Scott E.
Subject: Fwd: Commission Web Form

Danny Straessle | Public Information Officer
Arkansas State Highway and Transportation Department
501-569-2459 (office) | 501-626-4423 (mobile)

Begin forwarded message:

From: "Williams, Lindy H." <Lindy.Williams@ahtd.ar.gov>
Date: October 29, 2015 at 8:21:17 AM CDT
To: "Straessle, Danny" <Danny.Straessle@ahtd.ar.gov>
Subject: FW: Commission Web Form

From: Eric Rogers [mailto:noreply@formresponse.com]
Sent: Wednesday, October 28, 2015 5:39 PM
To: Williams, Lindy H.
Subject: Commission Web Form

Question	Answer
Name	Eric Rogers
E-mail	jrogers714@aol.com
Phone Number	
Message	Dear Commission Board, I just wanted to take the time to let you know I endorse and support the I-30 expansion project 100%. this is a much needed improvement. That highway is a nightmare of congestion and is quite dangerous because of it. This will be a great improvement over the current situation. Thank you.

Hetzel, Jon, D

From: Straessle, Danny <Danny.Straessle@ahtd.ar.gov>
Sent: Thursday, October 29, 2015 8:54 AM
To: Hetzel, Jon, D; Jordan, Ruby
Subject: Fwd: Commission Web Form

Danny Straessle | Public Information Officer
Arkansas State Highway and Transportation Department
501-569-2459 (office) | 501-626-4423 (mobile)

Begin forwarded message:

From: "Williams, Lindy H." <Lindy.Williams@ahtd.ar.gov>
Date: October 29, 2015 at 8:41:31 AM CDT
To: "Straessle, Danny" <Danny.Straessle@ahtd.ar.gov>
Subject: FW: Commission Web Form

From: Jimmie vonTungeln [mailto:noreply@formresponse.com]
Sent: Wednesday, October 28, 2015 9:00 PM
To: Williams, Lindy H.
Subject: Commission Web Form

Question	Answer
Name	Jimmie vonTungeln
E-mail	jimmiegvt@gmail.com
Phone Number	
Message	Please stop this assault on east Little Rock. I'm an urban planner and long time downtown resident. This project will destroy our part of the city in order to accommodate strangers.

Connecting Arkansas Program

From: Gary Evans <snaveyrag@prodigy.net>
Sent: Thursday, October 29, 2015 10:47 AM
To: info@30crossing.com
Subject: letter to LR Mayor Mark Stodola re: I-30 expansion

October 29, 2015

Mayor Mark Stodola

Office of the Mayor

500 West Markham Street, Room 203

Little Rock, Arkansas 72201

Re: I-30 expansion

Dear Mayor Stodola:

My husband Bill Gabello and I have lived in downtown Little Rock for 18 years now. We have renovated several properties and invested quite a bit of money in the neighborhood. We have watched downtown evolve from practically a ghost town to the vibrant but still fragile urban environment it is today. We enjoy living here.

We are extremely concerned that the planned expansion of I-30 will cause irreparable harm not only to the Rivermarket and East Little Rock, but also to our area now known as SOMA. This highway expansion will definitely lower property values in the entire area.

As you know, progressive cities across the country are in the process of removing intrusive interstates from their urban cores as a means of creating more livable communities. I don't expect Little Rock to be so bold; but neither do I, at this stage of our urban renaissance, expect Little Rock officials to simply allow this catastrophe to occur without attempting to mitigate the damage that will result from this very bad plan.

The Arkansas Highway Department is NOT an Urban Planning organization and has no business making decisions that will affect the long term health of our city. I don't understand why there was no collaborative design process between the city and AHD before the plan reached the current stage of "finality".

I know Little Rock has limited resources but I implore you to use whatever means are available to force AHD to redesign this project so that the impact it has on our urban core will not be detrimental.

Sincerely,

Gary Evans

1608 Louisiana Street
Little Rock, AR 72206
501-349-6908

Connecting Arkansas Program

From: LMuldrow@wlj.com
Sent: Thursday, October 29, 2015 11:42 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Lee J. Muldrow -LMuldrow@wlj.com

Re I-30 proposal. I have grave concerns. Recommend consideration been given to expanding 440 and routing southbound traffic essentially around the city.

Connecting Arkansas Program

From: Caitlin Rose Love <love.caitlinrose@gmail.com>
Sent: Thursday, October 29, 2015 4:27 PM
To: info@30crossing.com
Subject: do NOT expand I-30

To whom it may concern at 30 Crossing,

My name is Caitlin Love, and I'm a citizen of Little Rock, AR. I live downtown and love the way the area has been developed in the last few years. Every day, I go running from my apartment on 10th street to the Clinton Presidential Center—a lovely part of the neighborhood. I walk to local breweries and hang out by the river often.

Respectfully, your plan to expand I-30 into ten lanes is *not* a good idea. I believe Little Rock should become a better destination, rather than a place people pass through. I hear all the time from people I meet outside of Arkansas that "they passed through Little Rock once," and it makes me *truly* sad—there is so much to see here—the Arkansas Arts Center, the Clinton Presidential Library, the Heifer International Headquarters, and much more.

The downtown area has an opportunity to continue expanding, but not in the way you're proposing. If I-30 is expanded, the city risks loosing the tourist dollars that fuel the city in the downtown area. Rather than trying to push the tourists who come to Arkansas through the capitol of the state, we should be trying to find ways to get people to *stay* in Little Rock and visit the parks and museums and restaurants that make this city a great place to live.

I would be very disappointed if you go ahead with the expansion. I would be angry if you spent my tax dollars this way. This highway would ruin this area, and this city, and I don't support your plans.

A citizen of Arkansas,
Caitlin Love

Connecting Arkansas Program

From: Jim Pfeifer <jimpfei6@aol.com>
Sent: Thursday, October 29, 2015 4:40 PM
To: info@30Crossing.com
Subject: I30 feedback

NO to the current plan! You have no idea how cities work. Put an urban planner on your staff to replace the engineers. The whole existing ramp at second street needs to be removed not expanded. The ramp bisects the river market area and disrespects Historic Arkansas Museum. Feed downtown through I 630 and other exits.

Sent from my iPhone

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

RECEIVED
OCT 30 2015
GARVER, LLC

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : PAUL W. POOL

Address: 4318 No. Hills Blvd
Apt 1603
NLR, AR 72116

Phone: (501) 529 -- 3832

E-mail: paulwpool@sbcglobal.net

Comments: I favor the eight-lane alternative. It appears to me all of the study goals can be better met with the eight-lane alternative.

(Continued on back)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : J B Cross

Address: 308 E.8th Street
Little Rock, AR 72202

Phone: (501) 374 -- 2512

E-mail: jbcross@cei.net

Comments: The plan as shown in various media reports and the down load materials will have a very negative impact on the surrounding areas without any real benefit. The proposal will make access worse and not better. The River Market area and downtown development will be adversely affected. The resources would be better spent diverting through traffic to 440 or 430. The current plan will stifle current developments and end future near area developments and end downtown revitalization. Allow these areas to develop then in a few years do a project that enhances not cripples. Thanks for the opportunity to speak on this. JB

(Continued on back)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Brad Hughes

Address: 700 East 13th Street
N. Little Rock AR 72114

Phone: (501) 791 -- 3303

E-mail: Brad@HughesStaffingAgency.com

Comments: The Proposed solution for Park Hollow Community is Not good. We are losing the ability to go west on I 40 from the on ramp at Curtis Sykes, and from I 40 west to I 30 west we are losing the ability to exit on to Curtis Sykes. The proposed solution

(Continued on back)

Comments (cont.): is only taking way form distress community. A solution for DARK Hollow Community would be the ability from North Hills to be able to I 40 EAST AND from I 40 west exiton to North Hills.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Ralph B. Patterson
315 Rock Street
#1411
Little Rock, AR 72202

Address: _____

Phone: (501) 664 -- 4647

E-mail: ralphp21@mac.com

Comments:

I am totally opposed to any I-30 plan that disrupts trolley service from the River Market to the Clinton Museum.

(Continued on back)

Comments (cont.):

and that funnels LaHarpe traffic into the River Market proper. Please listen to all those who are requesting a redesign of the project.

Thank you,

Ralph B. Patterson
ralphp21@mac.com

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Elizabeth Patterson

Address: 315 Rock Street #1411
Little Rock, Ar 72202

Phone: (501) 664 -- 4647

E-mail: ehp29@mac.com

Comments: Please – Rethink this proposal. The River Market is flourishing and such a great addition to the City. Friends from Charlotte just said →

(Continued on back)

Comments (cont.): " Why Can we Not make this happen in Charlotte ?" They took many Pictures of a vibrant downtown and were going to take them to their city directors. There has to be another option. Little Rock is Nationally Known for revitalizing their downtown. Make us proud.

Thank you

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : GEORGE CAMPBELL

Address: 700 E 9TH ST. 11A
LITTLE ROCK, AR
72202

Phone: (501) 244 -- 0465
CELL 501 944 8942

E-mail: gfcampbell42@gmail.com

Comments:

See comments attached

(Continued on back)

October 28, 2015

To Whom It May Concern,

I have been to all of the 30 Crossing Project public meetings and I have found each one to be helpful. I noticed your staff was friendly and informative at the October 22nd meeting. Also, I noticed more people are showing up and a lot more comments are being made. This is not surprising as you are getting closer to the finish line. Now the public comes out and tells you what you need to do after months of work.

Where were these people, the city and different interest groups in the past during this process? Build your bridge, do the right thing and it will work out. People adapt, if the trolley needs to be moved, move it. It is easy for some people to talk about mass transit but this state is not ready for that. Arkansas want highways, byways, open roads, pick-up trucks, SUV's and automobiles.

You are doing a good job and much success.

George F. Campbell

George Campbell

P.S. Went to LaHarpe and President Clinton from 4:30-5:00 on Friday, October 23, 2015. Traffic was orderly going straight to the freeway, straight on Cumberland, turning on President Clinton Ave; turning right on Markham and Pedestrians were able to cross at the lights with no problems that I could see.

I have lived and volunteered downtown for the last 11 years. Traffic does build up on I-30 at about 4:30 and gone by 6:30 unless there is a function at Verizon Arena or during RiverFest. Do not shut off Cumberland going south off LaHarpe.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Anthony Davis

Address: 805 Tumbling Circle
Cabot, AR 72023

Phone: (501) 529 -- 4329

E-mail:

Comments: I support the 10 lane w/ downtown C/D. This provides safety which does not currently exist and assists the flow of local traffic. In my view safety, which includes the smooth

(Continued on back)

Comments (cont.): flow of traffic, is paramount, with future capacity as an additional factor. Too often highways and other projects are not built w/ future growth in mind. Central Ark., incl. downtown LR, is a growing area, with traffic increasing.

Considerations should be made to minimizing impact on the Rivermarket area and pedestrian safety, but not doing this project properly is not acceptable. The taxpayers voted for this project, and it should be completed. I trust the highway engineers and planners to do this project properly. Good highways are essential to economic growth.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Susan S. Holt

Address: 515 E. Capitol Ave. #106
Little Rock, AR 22202

Phone: (501) 960-9000

E-mail: ssKinnerholt@yahoo.com

10/26/2015

Comments: Thank you for the open house. I am writing to say that ~~I oppose the I-30 expansion~~ as currently planned. The plans show no regard ~~for downtown communities~~ + businesses - or the people who walk, bicycle, and relax in the newly vibrant downtowns. I oppose changing 2nd + 4th Sts., removing streetcars, + forcing pedestrians to walk under highways of the planned widths. I do support returning to plans that include communities of people who live + work downtown — + considering the negative impact of more cars + concrete downtown. Make no changes without more comprehensive plans + coordination.

(Continued on back)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Frances McSwain

Address: 516 Jefferson
Lonoke, AR 72086

Phone: (501) 944 -- 0470

E-mail: fmcswain@sbcglobal.net

Comments: Please see attached

(Continued on back)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602

30 CROSSING PROJECT

1-530 – HWY 67 (1-3- & 1-40)

PUBLIC MEETING #5

Name: Frances McSwain

Address: 516 Jefferson St.

Lonoke, AR 72086

fmcswain@sbcglobal.net

Comments: I have lived in Lonoke since 1989 and have traveled back and forth to Little Rock on I40 and I30 countless times during the past 26 years so I consider myself knowledgeable about the traffic on the I30 Bridge. Unless I am traveling West from Lonoke between the hours of 7:30-8:30 AM and East from Little Rock between the hours of 4:15-5:30 PM on Monday through Friday, **there is rarely traffic backup**. Aside from the occasional fender bender type of accident on the bridge the morning congestion traveling East is **always** caused by the vehicles coming onto I40/I30 from Hwy 67. The afternoon congestion is caused by vehicles leaving downtown and trying to get onto I30 from the Cantrell/2nd, 6th St, 9th or I630. Once on the bridge, the vehicles move along. So, in my opinion, **widening the bridge will not solve the problem**. To solve the problem:

1. Address the congestion that results from the vehicles merging from Hwy 67 going West
2. Make better access for vehicles trying to get onto I30 from downtown Little Rock to go East to North Little Rock or to I40
3. Re-route the large commercial vehicles that use the I30 Bridge to travel thru to I30 S by diverting them to I440.

In my role as Deputy State Historic Preservation Officer, I am concerned about the impact this project will have on cultural resources and I request that the FHWA perform an Environmental Impact Statement.

Connecting Arkansas Program

From: Nell Matthews <nellirene@hotmail.com>
Sent: Friday, October 30, 2015 8:33 AM
To: info@30crossing.com
Subject: Objection to I-30 expansion

Having lived in several states and several cities, including small (60,000 Iowa City, Iowa) and big (Dallas, San Francisco, San Antonio), I have observed that big cities can afford to set aside large areas of land around interstates as buffers for noise and safety, losing or devaluing only a small fraction of their residential and commercial land, whereas small towns such as Iowa City and Little Rock face losing or devaluing a much greater percentage of private and commercial property.

In Little Rock, we have a very slowly growing population. As developers move further and further west, we stretch to provide city services including schools, sewer lines, water, fire and police protection, and even post offices. Infill and renewal of older residences and revitalization of older commercial districts are both economical and desirable. We must do everything we can to prevent inner decomposition of our city.

Thus, having a massive highway project that bisects and terminates neighborhoods and districts serves only to handicap all these revitalization efforts for the sake of supporting the destructive flight to the suburbs and ring cities. If you want to allow interstate traffic quick passage, build a loop around Little Rock that completely avoids the urban area. If you support the devaluation and destruction of the largest city in Arkansas, build a giant, noisy, high speed throughway that aborts the efforts to birth a renewed central city.

Nell Matthews Mock
7200 Briarwood Dr
LittleRock AR 72205
501-413-9433

Connecting Arkansas Program

From: Jefferson Whitehead <jeffersonwhitehead@me.com>
Sent: Friday, October 30, 2015 8:59 AM
To: info@30Crossing.com
Subject: I-30 Widening

Dear Sir or Madam,

I am writing today in opposition to the 10 Lane I-30 Widening proposal that has been widely circulated. I would hope that any plan for I-30 as it traverses downtown Little Rock would include provisions for pedestrians, bicycles, East-West car traffic and the continued operation of the River Rail East of I-30.

Thank you,
Jeff Whitehead
Conway, AR
501-269-8160

Sent from my iPhone

Connecting Arkansas Program

From: Jeff Thatcher <jthatcher@arkansasstatechamber.com>
Sent: Friday, October 30, 2015 9:16 AM
To: info@30crossing.com
Subject: Input regarding the proposed I-30 Expansion Project in Downtown Little Rock

I would like to register my opposition to the current proposed I-30 expansion project in downtown Little Rock. I live in midtown Little Rock and work in downtown Little Rock.

I do not think Little Rock's best interests will be served by the current proposed expansion to 10 lanes (five on each side).

I feel a better solution would be to compromise with an eight-lane configuration (four on each side).

I also agree with Mayor Mark Stodola's idea for the creation of a better, more sensible and less destructive concept for a new entrance-exit system.

The City of Little Rock has worked too hard to develop the downtown area as a tourist destination. Don't drive a wedge into that effort by expanding I-30 any more than absolutely necessary.

Sincerely,

Jeff Thatcher
Director of Communications
Arkansas State Chamber of Commerce/
Associated Industries of Arkansas
1200 West Capitol Ave.
P.O. Box 3645
Little Rock, AR 72203
Phone: 501-210-4205
Fax: 501-372-2722
E-mail: jthatcher@arkansasstatechamber.com
Website: www.arkansasstatechamber.com

Hetzel, Jon, D

From: Straessle, Danny <Danny.Straessle@ahtd.ar.gov>
Sent: Friday, October 30, 2015 9:27 AM
To: Hetzel, Jon, D; Jordan, Ruby
Subject: FW: Commission Web Form

- Danny

From: Williams, Lindy H.
Sent: Thursday, October 29, 2015 10:02 AM
To: Straessle, Danny
Subject: FW: Commission Web Form

From: Tom Bellhouse [mailto:noreply@formresponse.com]
Sent: Thursday, October 29, 2015 9:36 AM
To: Williams, Lindy H.
Subject: Commission Web Form

Question	Answer
Name	Tom Bellhouse
E-mail	tom.bellhouse@gmail.com
Phone Number	
Message	Interstate expansion will seriously harm Little Rock's livability, both in the short and long terms. Re-think this plan.

Connecting Arkansas Program

From: nmpaal@aristotle.net
Sent: Friday, October 30, 2015 12:03 PM
To: info@30crossing.com
Subject: comments

I have lived in downtown Little Rock since 1973 - I am only one individual - I do not support the widening of I30 - I drive to Benton, daily for my employ - I see no improvement in the lengthy, expensive project of the widening I30 west to 3 lanes + 2 service lanes - nor do I see the advantage of the lane expansion of I 40 from Conway to Little Rock - Isn't it time that AHTD came in to the present and realized that quieter, more efficient highways do not necessarily mean more lanes, more cars, more pollution, more co concrete, more noise pollution, more light pollution - other states, cities, countries have - it might be time to learn from the past and not continue to repeat it wi with quick, easy solutions.
Peace,
Mary Paal

Hetzel, Jon, D

From: Straessle, Danny <Danny.Straessle@ahtd.ar.gov>
Sent: Friday, October 30, 2015 4:35 PM
To: Jordan, Ruby; Hetzel, Jon, D
Subject: FW: Commission Web Form

- Danny

From: Williams, Lindy H.
Sent: Thursday, October 29, 2015 2:50 PM
To: Straessle, Danny
Subject: FW: Commission Web Form

From: Debra Garrison [mailto:noreply@formresponse.com]
Sent: Thursday, October 29, 2015 2:48 PM
To: Williams, Lindy H.
Subject: Commission Web Form

Question	Answer
Name	Debra Garrison
E-mail	dwgarrison@yahoo.com
Phone Number	
Message	I'm no highway engineer but it doesn't take one to know that this project in its current form is a monumental boondoggle. I live in the Riverdale area of Little Rock and work downtown. I take the bus to and from work to do my small part in reducing my carbon footprint (and to get some exercise walking about a quarter of a mile to and from the bus stop in my neighborhood). I do not want Interstate traffic from the proposed on and off ramps mixing into the bus route when I'm on my way to and from work. I'm pretty sure that folks who drive that route to and from work don't want it either. I also ride my bike and -- although I haven't yet ventured to take the bike trail to work -- I wonder whether this project would effectively do away with the current bike trail from Riverfront Drive to downtown?

I want the recent improvements in downtown Little Rock to continue rather than be annihilated by this insane I-30 plan. I do not want the public transportation options out to Heifer and the Clinton Library to be destroyed. Arkansas should be forward-thinking about doing every we can to make walking, biking and public transportation attractive options to automobiles.

I want to see the larger cities in our state grow in a way that makes them more pleasant to live in and more "walkable". I want my tax dollars to be invested in projects that foster less dependence on fossil fuels and that make public transportation more available and appealing. Before I die, I'd like to see this state get some form of light rail transit. Why can't we spend 500 million tax dollars on that?

Please do all that you can to stop this project in its present form.

The AHTD director was quoted in John Brummett's column today as saying that people here in Little Rock "want to force people to move back here." I can state without reservation that is NOT my motivation. My sole motivation in opposing this project is to improve the quality of life in Little Rock, a city that I've called home since 1983.

Connecting Arkansas Program

From: Chris Stevens <cstevens@fc-lawyers.com>
Sent: Saturday, October 31, 2015 9:56 AM
To: info@30crossing.com
Subject: Public Comment on 30 Crossing Project - AHTD Job Number CA0602
Attachments: SHARP@fc-lawyers.com_20151031_100043.pdf

Please find my public comment attached.

Thank you for your courteous attention to this matter.

Sincerely,

Chris Stevens
FUQUA CAMPBELL, P.A.
3700 Cantrell Road
Suite 205
Little Rock, Arkansas 72202
Direct Dial: (501) 975-7155
Fax: (501) 975-7153
E-mail: cstevens@fc-lawyers.com

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-----Original Message-----
From: SHARP@fc-lawyers.com [mailto:SHARP@fc-lawyers.com] On Behalf Of SHARP@
Sent: Saturday, October 31, 2015 10:01 AM
To: Chris Stevens
Subject: Scanned image from MX-5111N

Reply to: SHARP@fc-lawyers.com <SHARP@fc-lawyers.com> Device Name: Not Set Device Model: MX-5111N
Location: Not Set

File Format: PDF (Medium)
Resolution: 200dpi x 200dpi

Attached file is scanned image in PDF format.
Use Acrobat(R)Reader(R) or Adobe(R)Reader(R) of Adobe Systems Incorporated to view the document.
Adobe(R)Reader(R) can be downloaded from the following URL:
Adobe, the Adobe logo, Acrobat, the Adobe PDF logo, and Reader are registered trademarks or trademarks of Adobe Systems Incorporated in the United States and other countries.

http://www.adobe.com/

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Chris Stevens

Address: 1717 N University
Little Rock, AR 72207

Phone: (501) 416 -- 0709

E-mail: cmstevens84@gmail.com

Comments: While I appreciate the AHTD's efforts to make our highways safer, I don't think widening I-30 in downtown Little Rock is the way to go. I would actually support the opposite effort – reducing the size of the road so that

(Continued on back)

Comments (cont.): the downtown area around I-30 would be more walkable. A more pedestrian-friendly downtown area would be of great value to me and lots of other people I know who live in and around Little Rock. I appreciate the efforts and past work done by the AHTD and hope that it continues to serve the people in my community and elsewhere.

Connecting Arkansas Program

From: Chandle Carpenter <chandledevor@gmail.com>
Sent: Saturday, October 31, 2015 10:53 AM
To: info@30Crossing.com
Subject: Say no to the I-30 crossing

Please do not allow the I-30 expansion. It will hurt our community, ruin the downtown revitalization, and waste millions of tax dollars. Several large cities have torn down similar projects due to the harm they have caused. If we do this, we will be going backwards not forwards. Please don't do this.

Sincerely,
Chandle Carpenter

Connecting Arkansas Program

From: somers.collins@gmail.com
Sent: Saturday, October 31, 2015 1:13 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: somers collins -somers.collins@gmail.com

what I can do to prevent the damage to our rivermarket/downtown area, in the wake of I-30 Expansion? Yesterday I drove this stretch of highway twice. It was frightening. The highway is inadequate in every way and we must do something asap. On the other hand, let's not throw the baby out with the bathwater! The newly reclaimed River Market and downtown area are valuable assets to both our City and our State. Unfriendly exits make Little Rock a dubious destination. Roaring off I-30 and flying past the historic River Market area on the way to another highway is a short sighted design plan. This design plan fails to go along and get along with the growth and development of City/State. The Cantrell/downtown exit must be protected. This is the way Arkansas residents access our public and historic sites! The Clinton Library, State Capitol, Old State House, Heifer International Park, Arkansas Riverfront Park, etc...belong to all. We have a responsibility to keep this access safe and easy. Obviously the primary method of transportation in this area is foot, bicycle, and trolley. The insensitivity in this current plan is simply unimaginable. Have these engineers ever visited Little Rock? I want to help stop the madness but need to know what I can do next.

Connecting Arkansas Program

From: randall.hundley@gmail.com
Sent: Saturday, October 31, 2015 6:00 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Randal Hundley -randall.hundley@gmail.com

Thanks for the ability to send comments to you. I am deeply concerned about the plans to widen I-30 through downtown LR. We have made great progress in revitalizing downtown, and I fear that this project will disrupt and reverse the positive developments. Please consider other options. Thank you.

Connecting Arkansas Program

From: hikeandboat@gmail.com
Sent: Sunday, November 01, 2015 1:43 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: John Slater -hikeandboat@gmail.com

I feel that widening the I-30 bridge through downtown Little Rock would be detrimental to the revitalization efforts of so many. please consider other options.

Connecting Arkansas Program

From: Richard Moore <wpiv926@comcast.net>
Sent: Sunday, November 01, 2015 8:53 PM
To: info@30Crossing.com
Subject: I30 bridge replacement

Please count me as one who is against the plan to widen/replace the I-30 river bridge at least in its current form. I believe I-30 should be diverted to I-440 at the south interchange and only local traffic be allowed to use the remaining part of I-30 until it ends at the north interchange. It is true that the more freeways you build with more lanes the more traffic will increase. If you don't believe this, ask Caltrans in California and look at the Los Angeles area freeway system.

Sent from my iPad 2 air, provided by Verizon Wireless of Little Rock, AR

Hetzel, Jon, D

From: Straessle, Danny <Danny.Straessle@ahtd.ar.gov>
Sent: Monday, November 02, 2015 10:30 AM
To: Jordan, Ruby; Hetzel, Jon, D; Julie Munsell | Entergy
Subject: FW: Commission Web Form

- Danny

From: Williams, Lindy H.
Sent: Monday, November 02, 2015 8:43 AM
To: Straessle, Danny
Subject: FW: Commission Web Form

From: Ellen Gray [mailto:noreply@formresponse.com]
Sent: Friday, October 30, 2015 9:32 PM
To: Williams, Lindy H.
Subject: Commission Web Form

Question	Answer
Name	Ellen Gray
E-mail	emglra35@outlook.com
Phone Number	
Message	Your plan to run a highway through downtown Little Rock is absolutely unacceptable! This City will not let this happen. Just when we are bringing the downtown to life again you come up with an insane plan to kill it.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
NOV 03 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Barbara L'Eplattenier

Address: 1432 Garland Ave
N. Little Rock AR
72116

Phone: (501) 838 -- 3639

E-mail: bleplat3@gmail.com

Comments: I strongly oppose this expansion. ~~Cre~~
This does little to actually solve the traffic problems and will create more. It will create more noise, as well; thanks to the ~~CH~~ Pentacostal church, we can hear the freeway from our house →

(Continued on back)

and creating a 10 lane highway will simply create more traffic + more noise.

This is a bad plan. I am strongly strongly against this plan. ~~Figure out a way to decrease~~

Really, if the Broadway exit on the Bridge were closed, it would clear up 1/2 the congestion in the am. People get jammed up there for some reason when there is no need to be.

There have got to be better solutions that help Arkansas decrease its overdependence on the car -- and thus its need for oil + gas. What about a HOL? or Light Rail? Or an actual public transit system generally.

RECEIVED
AHTD
NOV 03 2015
ENVIRONMENTAL
DIVISION

Couldn't I 30 bridge B
undergirded + maintained
+ B safe for many years +
another highway + bridge
B built east of that at a
lesser cost + so much less
problems than no bridge
for a long time? Maybe
most heavy loads could
use the additional new
hyway.

Seth Henry
508 W 11
Ry 2160 (Stuttgart)
(870) 673-3375

If bridge is 2 come down,
could u build one alongside it
2 avoid 'bridgelessness'?

Connecting Arkansas Program

From: Joshua Silverstein <jsilver220@yahoo.com>
Sent: Tuesday, November 03, 2015 2:53 PM
To: 'Connecting Arkansas Program'
Subject: RE: Comments re. I30 Project

I wanted to briefly follow-up on my comments from last week. The lead editorial in today's Democrat Gazette, which I have pasted below, perfectly reflects the substance of the part of my comments criticizing the plan to eliminate the quick exit from I-30 to Cantrell. Please take the analysis in the Dem-Gaz article to heart. The analysis is clearly correct. There are four major arteries in Little Rock: 30, 630, 430, and Cantrell. Everything should be done to maximize the ease of transitioning between these roads. That is so important that even if nothing can be done to improve the safety at Cantrell and President Clinton, so be it.

Thanks.

Josh

EDITORIAL: Hard to believe

Block I-30 from LaHarpe?

This article was published today, November 3, 2015, at 3:54 a.m.

Tired of politics already? Goodness, it's only the first week of November--of 2015. We the American People have almost exactly one year left of presidential politics, for this cycle. We foresee the next cycle of presidential politics starting . . . one hour after the inauguration speech ends January 20, 2017.

But if you live (and drive) in central Arkansas, and have been reading the papers the last few weeks, you might have found another topic to debate, and it has nothing at all to do with the presidential race, the Middle East or the federal health-care system. This discussion is *heated,* folks. And it's about Interstate 30.

More specifically, it's about the proposed project to rebuild I-30 across the Arkansas River, and perhaps to "upgrade" the interstate from six to 10 lanes. As if bigger is always an upgrade.

The letters section and the guest columns on the page to your right have been filled with comments and criticisms of this $600 million project. Tonight, the director of the state's Highway and Transportation Department is scheduled to explain some of the plans to Little Rock's board of directors. The board's meeting has been shifted to the grand hall at the Clinton Presidential Center because of--according to the city--an "anticipated need for more space."

The highway director says he wants to clear up some confusion. That sure would help. Because some of us are confused.

The 50-year-old bridge might need to be replaced. Some interchanges might need to be moved or shut down. More information from our public servants is always helpful in these things.

But here's something we'd like to see addressed at tonight's meeting: Why close down the street that connects I-30 and Arkansas 10, also known as LaHarpe? This is, along with I-630, one of the major east-west routes in Little Rock. Shutting it to traffic, this one-block connection, would eliminate one of these routes.

Those who drive in downtown Little Rock, and those who use LaHarpe Boulevard to get from west Little Rock to, say, the airport, might find this plan hard to believe. Word has it that traffic would be rerouted west down Second Street and east down Fourth Street. And both of these city streets would be turned into state highways.

Why?

The other day, even with construction on LaHarpe, we made a quick trip from I-30 all the way to State Street without hitting a single traffic light. And from there, everything on Cantrell was within quick reach. But if we had to take Second Street from I-30 to Chester Street (then to LaHarpe), we'd have to stop for 10 red lights. Not only that, but kids from the charter school were everywhere, not to mention a lumbering streetcar.

This plan would seem to create a traffic hazard at Second and Main streets, which the city is spending heavily to make more attractive to development. Not to mention a traffic hazard at the county courthouse, with all its pedestrian activity. Not to mention all the other stop lights, stop signs and crosswalks in that part of the city. Closing LaHarpe to traffic from the interstate would seem to create a traffic nightmare downtown.

But, some have said, that intersection at LaHarpe and President Clinton is dangerous.

Okay, so fix it. Why eliminate one dangerous intersection only to create a dozen more potentially dangerous ones--Second at Main, Second at Louisiana, Second at Center, Second at Broadway, plus all the intersections on Fourth Street . . . .

How much is it going to cost to move the streetcar rails on Second Street? And what will that do to the Historic Arkansas Museum? And why do so many local politicians, business owners and the Downtown Little Rock Partnership hate the whole idea?

During tonight's explanation/discussion/polite exchange, we hope somebody can address why anybody would block up the LaHarpe connection between Arkansas 10 and I-30. It seems as though plugging that traffic outlet might solve one or two problems. But create dozens of other problems elsewhere.

The devil, they say, is in the details. This detail sure seems to have its demons.

Editorial on 11/03/2015

Print Headline: Hard to believe

From: Connecting Arkansas Program [mailto:info@connectingarkansasprogram.com]
Sent: Tuesday, October 27, 2015 6:03 AM
To: 'Joshua Silverstein'
Subject: RE: Comments re. I30 Project

Thank you for your comments. I've sent them to the project team.

Jon Hetzel
CAP Communications Manager
Office: 501-255-1519
E-mail: Info@ConnectingArkansasProgram.com

From: Joshua Silverstein [mailto:jsilver220@yahoo.com]
Sent: Friday, October 23, 2015 1:56 PM
To: info@30crossing.com
Subject: Comments re. I30 Project

See attached. Thanks.

Josh

Connecting Arkansas Program

From: Frances Ross <fmross@ualr.edu>
Sent: Tuesday, November 03, 2015 4:41 PM
To: info@30Crossing.com; kathywebb14@gmail.com; clarke@clarketucker.com
Subject: 30 Crossing project
Attachments: Highway Department Nov. 3, 2015.docx

Attached is a letter addressing some of my concerns and offering suggestions about the project.

November 3, 2015

Connecting Arkansas Program
RE: 30 Crossing
4701 Northshore Drive
North Little Rock AR 72118

Dear AHTD:

Please reexamine the 30 Crossing plan as it affects Little Rock. The proposed plan, as I understand it, is incompatible with this urban community. Many valid objections have been raised and good ideas proposed. I will address these points:

1) The downtown area and proposed traffic routes.

   In the downtown area, the plan runs counter to decades of work and millions of dollars spent on revitalization even, as the plan acknowledges, interrupting the rail system that ties parts of the new city together. Further, the plan appears to fragment the city by establishing two new corridors to speed traffic through it, almost like auto invasion zones. What attention has been paid to the urban environment, to the plan's impact on nearby facilities, surrounding neighborhoods or parking? By my count, taken while driving the route, some eight blocks of Second Street parking will be displaced – where will it be absorbed?

2) Historic Arkansas Museum. While I am a long-time museum supporter, I speak only for myself in this letter.
   a. The museum is home to several historic buildings, one of which is the oldest in Little Rock – approaching 190 years. How will these historic structures tolerate the insult of new road construction directly to the north and to the east on Cumberland?
   b. Museum property will be bordered on three sides by high intensity, one way traffic: on Second Street by traffic leaving the interstate and on Fourth and onto Cumberland Streets by traffic entering it.

      Second Street: The museum owns and uses property on both sides of Second, which is already risky to cross even with existing lights. Yet Second Street will become a state highway designed to carry even greater concentrations of traffic from the interstate over

a wider three lane corridor through town. The lights will remain but pedestrians and a higher concentration of traffic on Second Street will not mix any better than pedestrians and Cantrell traffic do in my neighborhood. How will this state museum safely and successfully utilize its property on both sides of Second in the face of an even more troublesome traffic corridor that bisects its sites? Further, what will become of the sidewalks and street scape the museum has worked to establish along Second Street if it becomes a wide highway?

Fourth Street and Cumberland Street: The museum owns property bordered by Fourth that runs down Cumberland between Third and Fourth. These streets will become interstate oriented. With three streets bordering museum property that are destined to become high traffic, one-way streets, how will the museum make efficient overall use of its property?

As best I can tell, the 30 Crossing plan gives limited attention to the effects it will have both on the museum campus and on the patrons it serves. While a meeting was recently held between highway planners and museum representatives, the museum seems to have been treated as a planning afterthought with a few allowances made in an effort perhaps to calm concerns about the project. They avoid the most serious problems the roads create – construction, high traffic on three sides of the museum property, hazards to pedestrians, limited access because of one-way roads, and the street scape. The museum is entitled to more consideration.

3) Cantrell/Highway 10.

It appears that more traffic will be headed its way and that it will become an even more congested route, also making it more hazardous to pedestrians at the very few points they attempt to cross.

Please revisit the plans in order to avoid disrupting the city of Little Rock and the Historic Arkansas Museum, and limit additional traffic on Cantrell. Take this opportunity to correct a mistake made half a century ago by permanently closing and removing the Second Street ramps. Retain ramps further to the south and direct interstate traffic there, especially toward I-630 which, of course, was not an

alternative when I-30 and the Second Street ramps were built. Work with the city, nearby neighbors and developers for ways to use the freed up ramp space for public purposes – park land, open space, for example - and let the trolly roll on.

During the planning of I-630, I served on the committee that met frequently, sometimes at my house, to develop proposals for the road as it entered the downtown area. That committee played a key role in decisions leading to the depression of the highway through the downtown, alleviating the effects of an interstate at grade level in an urban setting. But now a similar issue arises – essentially an at grade level, six lane divided highway that will occupy the heart of the city. It is a highway plan that is out of place. Let us work together on I-30 plans that are compatible with the existing environment and with the needs of the people who live in, work in and care about the affected areas.

Sincerely,

Frances Mitchell Ross

CC: Mayor Mark Stodola
City Director Kathy Webb
Representative Clarke Tucker

1720 North Monroe Street, Little Rock AR 72207;
501-663-7348; fmross@ualr.edu

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
NOV 04 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

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FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Kim and Steve Hoffman

Address: 414 East Capitol Ave
Apt. #217
Little Rock, AR 72202

Phone: (501) 952 -- 5084

E-mail: Khoffmanphd@yahoo.com

Comments:

My husband and I are writing to oppose the 30 Crossing Project in its current form. We recently moved downtown and live in MacArthur Commons. We chose to move from west Little Rock to downtown because we wanted to live in a diverse community of many people as opposed to the "cookie cutter" suburbs. We enjoy the ability to walk to restaurants, bars, retail, and cultural events. We also enjoy biking and walking our dog in the various greenspaces and parks near our apartment. One of our favorite spots is the greenspace by the Clinton Presidential Library. We are excited about the development on Main Street and the future development on 6th Street, east of the River Market area.

(Continued on back)

Comments (cont.):

We were greatly dismayed and frustrated to learn of the 30 Crossing Project by the Arkansas State Highway and Transportation Department (AHTD). After reviewing some of the material on the 30 Crossing Project website and reading comments from various individuals and groups, we respectfully ask the AHTD to rethink its plans and seriously consider some of the criticisms and suggestions from individuals and groups such as Studio Main, Representative Warwick Sabin, Mayor Stodola, and others. In fact, as we have been reading about this project, we are hard pressed to find individuals and groups who are supportive of the project in its current form other than AHTD and its director. To date, these are the groups and individuals who are either against the project or who have serious reservations about many aspects of it:

Studio Main, Representative Warwick Sabin, Mayor Mark Stodola, Central Arkansas Library System, Rock City Metro, Arkansas Outdoors, several downtown developers, Heights Neighborhood Association, people who live downtown, people who own businesses downtown, and Metroplan.

Here are our concerns and issues with the project in its current form:

1) It appears to support one goal with the widening of lanes to ten and that is to move more people as quickly as possible across the river. Therefore, it encourages more vehicular traffic at high rates of speed. The justification for this widening seems to be rush hour traffic. As someone who travels I-30 each day, there is certainly traffic during peak times. However, that is a normal part of urban life. At other periods during the day, there are few traffic issues. Ten lanes seems excessive to us, and frankly, ridiculous. Where is the concern for people who live in the downtown core and the negative effects of more cars, more pollution, and more noise?
2) It appears to ignore public transportation. At a time when so many cities are making progressive decisions to reduce vehicular traffic, encourage walking and biking, and support public transportation, this plan seems to fly in the face of forward-thinking projects occurring in other parts of the country.
3) The widening of I-30 will cause a divide or barrier between the River Market and areas to the east such as the Clinton Presidential Library, Heifer, and the potential development on 6th Street. One of the goals of the Clinton Presidential Library was to be an anchor for the area and have direct and easy access to and from the River Market.
4) It appears that the individuals who developed the project in its current form do not understand how people live downtown. On a nice day, go to the Clinton Presidential Library and observe the number of families playing in that greenspace, people walking their dogs, and biking. To remove some of that greenspace and the trolley line to that area will be a travesty.

In summary, we fear that this project, if it continues in its current form, will kill or severely halt the revitalization that has occurred in downtown Little Rock. We have lived in this city for over 20 years and we have witnessed the rebirth of downtown. We are proud to call downtown Little Rock our home. Please reconsider this project in its current form. Please consider the suggestions made by experts such as Studio Main, Metroplan, and others. If the river bridge needs to be replaced because it is dangerous, we are in support of doing so but without the addition of new lanes. If some of the exits and on-ramps need to be reconfigured to make them safer, we are in support of doing so in the least intrusive way regarding pedestrians and public transit.

CAP
www.ConnectingArkansasProgram.com

Connecting Arkansas Program

From: Gena Gregory <ggregory@gregorylarue.com>
Sent: Thursday, November 05, 2015 10:01 AM
To: info@connectingarkansasprogram.com
Cc: Joe Gregory
Subject: I-30 Corridor Project Concerns

We are writing to voice our concerns about the existing plans for the I-30 Corridor Project. Our concerns fall into 3 categories: (1) any impediment to ingress and egress to our landlocked neighborhood, (2) the apparent harmful effects to Little Rock's River Market District, the Main Street Creative Corridor and the significant tourist attraction of the Clinton Library and its surrounding area, and (3) the apparent intent to discourage access to and movement into downtown, and instead to encourage movement through, that is past, the area.

Impact to Riverdale

We live and work in the Riverdale area of Little Rock and frequent the River Market area, Main Street Little Rock as well as Argenta and other parts of North Little Rock. We therefore rely on LaHarpe Boulevard/Cantrell Road/Hwy 10 as the primary ingress and egress to Riverdale. Given our reliance on the I-30 Corridor and connecting streets, we have concerns about the proposed plan.

Riverdale may be unique among Little Rock neighborhoods affected by the planned I-30 Corridor project. Nestled between downtown Little Rock and the Heights, Riverdale embodies the type of mixed-use area that is the goal of many developers today. It consists of office, retail, entertainment, dining and residential, all within a walk-able area developed organically over decades. However, access from east and west to Riverdale is almost solely via Cantrell Road/Hwy 10. Access south to Markham Ave. or I-630 involves a circuitous route across residential Hillcrest via Cedar and Pine or a westward jaunt via University Avenue. There is no access north as Riverdale is bounded by the Arkansas River.

The recent LaHarpe Boulevard lane closures resulting from the construction of Robinson Auditorium and the Broadway Bridge have been illustrative — and predictive -- of the congestion the current plan will create. The alternate routes to and from I-30 or the River Market via 2nd , 3rd and 4th Streets or to 630 via Chester substantially increase the commute time and the number of intersections one has to cross, including Broadway. The alternative routes also cut through the most congested, high density areas of downtown Little Rock, as well as past the eSTEM School, and involve many more pedestrian crossings and turning vehicles than encountered on the LaHarpe Boulevard direct route. If the LaHarpe – President Clinton Avenue intersection is a problem, it seems much more feasible to make significant improvements to that single intersection rather than creating potentially dangerous intersections at all the cross streets intersecting 2nd and 4th Streets. Making small improvements to transit via 2nd and 4th Streets while maintaining and making safety improvements to the Clinton Avenue intersection at LaHarpe is in our opinion a better plan.

For these reasons we believe the plan has a disproportionate adverse impact to a neighborhood that has been given little thought in the planning process.

Impact to River Market/Clinton Library, etc.

According to Downtown Little Rock Partnership's webpage, since 1996 approximately $2 Billion in investments have come into Downtown Little Rock. The Clinton Presidential Center alone was $165 million. The result has been the revitalization and growth of the River Market District, anchored by the Clinton Library, the Clinton School, Heifer International and Rock Town Distillery to the east and more recently the Main Street Creative Corridor to the west. To visit downtown Little Rock is like visiting different city such as Austin, Texas or Nashville, Tennessee. In the evenings people actually now stroll sidewalks in the River Market and on Main Street to dine, take in art and entertainment and enjoy urban life. It is wonderful to see and meet visitors from out of town, out of state and out of this country. Equally wonderful is to meet the local residents who have made downtown their home — some in retirement and others more youthful. The detrimental effect of the plan to that investment is no less than a taking of private property and repugnant to those who took the risks of many public and private projects that have brought this new vitality, diversity and life to downtown Little Rock.

Impact to the Capital City

Without limiting the objective concerns for Riverdale and Downtown Little Rock, it is equally concerning that the plan in general is designed to move people through Little Rock, as if it is a city to be avoided. Instead, Little Rock was honored as one of "10 Great Southern Downtowns" by Southern Business & Development –Winter 2015. It is difficult to understand why a State agency would willingly plan anything that negatively affects the State's capital city in general or its re-developing and vibrant restaurant, entertainment, arts and residential Central Business District in particular. It is especially hard to imagine doing so to the detriment of access to a presidential library.

One Bypass Route Already Exists

A bypass to the congestion of I-30 between I-40 and the I-440/I-530 interchange already exists. Through traffic from Hwy 67 north and I-40 from the east heading south and west of Little Rock (i.e., towards Texarkana) can already use I-430 to I-30. That fact needs to be emphasized along I-40 heading into the north interchange with signage asking drivers, especially 18 wheelers, to use that route.

Conclusion

We believe a reasonable objective to improve the I-30 corridor has turned into an outsized, unneeded and overzealous public works project. A more moderate improvement plan that protects and preserves neighborhoods like Riverdale that depend on the LaHarpe Boulevard route to I-30 and points north, south and east, that protects billions of dollars in public and private investment in the River Market, the Clinton Library area and the Main Street Creative Corridor and that improves access to Arkansas' Capital City rather than discourages should be the primary objective of the Arkansas Department of Highway and Transportation.

Gena H. Gregory
Attorney at Law

Gregory&LaRue PLLC
TRIAL LAWYERS

2800 Cantrell Rd., Suite 202
Little Rock, Arkansas 72202
Direct dial: 501-707-0464
Mobile: 501-680-5492
ggregory@gregorylarue.com

JOE GREGORY
Attorney at Law

Rock Plaza | One Information Way, Suite 300 | Little Rock, AR 72202
Phone: 501.663.3306 | Direct: 501.492.3458
Email: jgregory@rockfncl.com
Mobile: 501.952.1887

Hetzel, Jon, D

From: Public Information Office <INFO@ahtd.ar.gov>
Sent: Thursday, November 05, 2015 10:32 AM
To: Hetzel, Jon, D; Jordan, Ruby
Subject: FW: Alternate Route to I-30 Expansion
Attachments: I-30 Alternate Route.pdf

- Danny

From: allens47@comcast.net [mailto:allens47@comcast.net]
Sent: Thursday, November 05, 2015 9:18 AM
To: comments@metroplan.org; Public Information Office; mayor@littlerock.org; mayor@northlittlerock.ar.gov
Subject: Alternate Route to I-30 Expansion

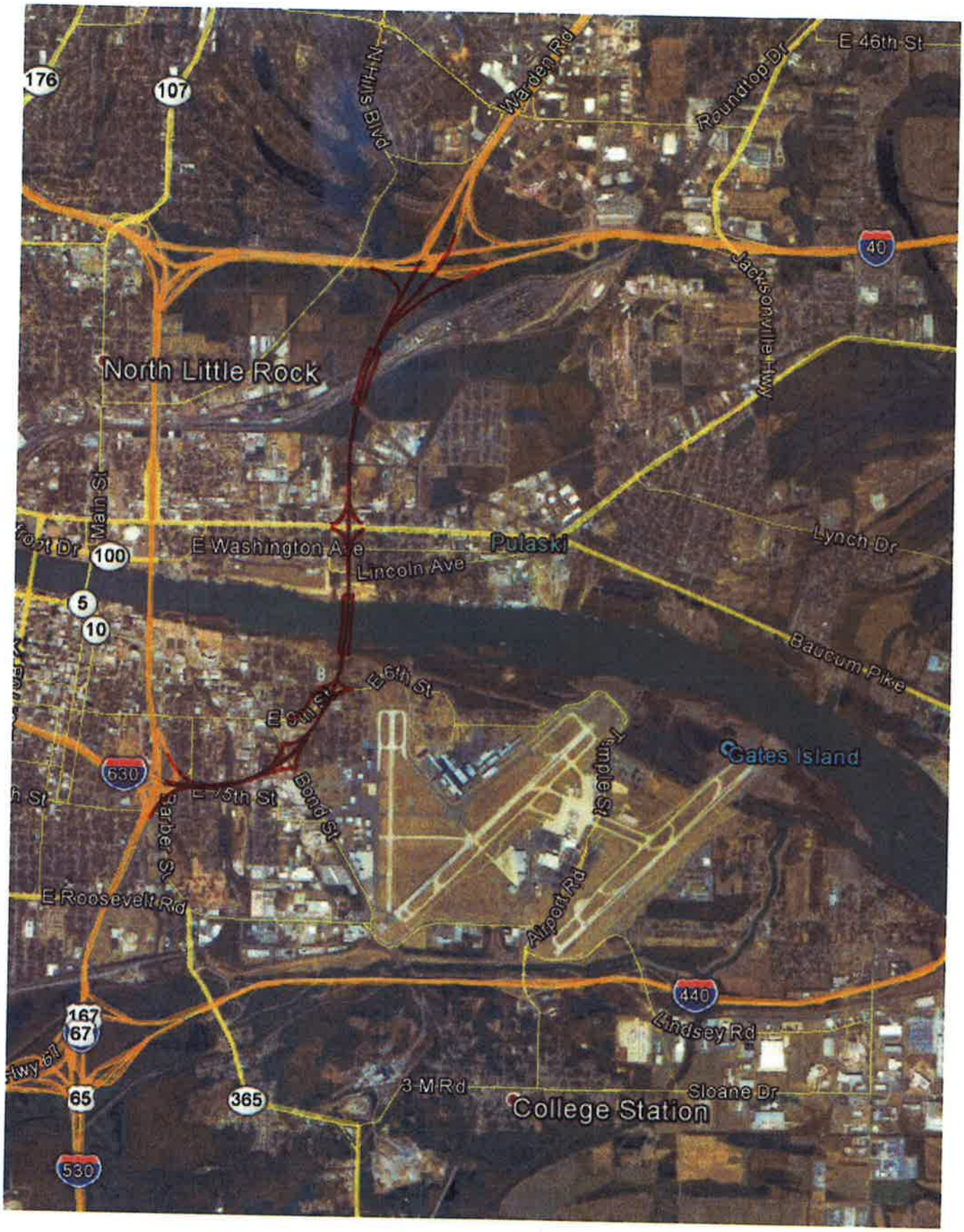
Ladies / Gentlemen:

The attachment contains a sketch and list of bullet points concerning an alternate solution to the widening of the downtown LR-NLR I-30 corridor. There are certainly pro's and cons for any option. I feel this solution offers far more pro's than the current plan of widening to five lanes. I hope you will give it a reasonable consideration.

Thank you in advance.

A. Smith

Wednesday, November 04, 2015 3:11:36 PM



- Provides alternate route choices into downtown for Sherwood, Jacksonville and Lonoke commuters.
- Provides an urban route with minimal intermingling of cross country and tractor trailer traffic.
- Reduces peak hour traffic congestion on I-40 and I-30 North of the river.
- Reduces peak hour traffic crossing Arkansas River Bridge.
- Reduces peak hour traffic congestion at I-630 & I-30 junction.
- Reduces peak hour traffic at downtown Markham Street exit.
- Reduces (practically eliminates) dangerous weaving pattern on I-40 between U.S. 67-167 & I-30
- Provides more direct access to Baptist Memorial Medical Center for eastern city residents.
- Provides alternate access to northwest corner of Little Rock National Airport, Dassault Falcon Jet, Clinton Library and Heifer International; and Verizon Arena.
- Provides direct route between West Little Rock and Jacksonville and Lonoke areas.
- Would help to revitalize eastern areas of Little Rock and North Little Rock.

Hetzel, Jon, D

From: Browning, Benjamin <Benjamin.Browning@ahtd.ar.gov>
Sent: Thursday, November 05, 2015 11:58 AM
To: Hetzel, Jon, D
Subject: FW: I-30

Jon,

I received this comment. I told him this option was screened out in PEL but that I would forward the comment on to the team.

Benjamin Browning, P.E. | Design Build Project Director
Connecting Arkansas Program | Arkansas State Highway and Transportation Department

---

From: Elvin Shuffield [mailto:elvin1@arkansas.net]
Sent: Thursday, November 05, 2015 10:58 AM
To: Browning, Benjamin
Subject: Fwd: I-30

Why not have two levels (stacked) of roadways, that would solve the width limitation. Perhaps upper level dedicated to straight through traffic.
Elvin Shuffield
Little Rock

Sent from my Verizon Wireless 4G LTE smartphone

-------- Original message --------
From: Elvin Shuffield
Date:11/05/2015 10:28 AM (GMT-06:00)
To: ben.browning@ahtd.ar.gov
Subject: I-30

Why not have two levels of roadways? Perhaps upper level dedicated to straight thru traffic.
Elvin Shuffield
Little Rock

Sent from my Verizon Wireless 4G LTE smartphone

Connecting Arkansas Program

From: SCarroll@nlr.ar.gov
Sent: Thursday, November 05, 2015 4:21 PM
To: info@30Crossing.com
Subject: I-30 comment and suggestion
Attachments: Document1.docx

Comments attached. Thank you.
Shannon carroll

ATTENTION: This email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed. Any unauthorized use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. The views or opinions presented in this email are solely those of the author and do not necessarily represent those of the City of North Little Rock. You are warned to check this email and any attachments for the presence of viruses. The City of North Little Rock accepts no liability for any damage caused by any virus transmitted by this email.

AHTD Connecting Arkansas Program Email: Info@30Crossing.com
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.
(Please Print)
Name :___shannon carroll_____
Address: _12307 armstrong road north little rock, ar. 72120
Phone: (501)835-7426
E-mail: shanhog@sbcglobal.net
Comments: if not being considered at present, I would appreciate the idea of an elevated freeway for through traffic to be considered. Downtown traffic would remain on the ground level (like the dedicated lanes proposed currently) but with traffic traveling between I-40 and I-630 placed exclusively on the elevated portion. Thank you.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

RECEIVED
NOV 05 2015
GARVER, LLC

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : MARY LOWE KENNEDY

Address: 1 TREETOPS LANE #905
LITTLE ROCK, AR 72202

Phone: (215) 840 -- 6115

E-mail: marylowekennedy@gmail.com

Comments: PLEASE SEE REVERSE

(Continued on back)

Comments from Mary Lowe Kennedy, 1 Treetops Lane #905, Little Rock 72202

Since I have reservations about the plan, I want to first thank the Highway and Transportation Department for the truly astonishing amount of work it has done in trying to solve the I-30 problems. The October 22 presentation was very impressive.

As a Little Rock resident, I have these primary concerns:

(1) In its scale and in its placement of ramps, the current plan seems to threaten the <u>character</u> of downtown Little Rock.

This concern goes beyond the potential disruption to the River Market area and its connection to the Clinton Center. For example, the city is currently working on plans to attract technology companies to the center of downtown. Amenities like the River Market are absolutely essential to luring this kind of business, because technology workers demand it.

In that context, things like the streetcars have a value far beyond simply transporting people around. They help the city to be "cool," a major competitive factor for attracting upscale firms with sophisticated employees.

Little Rock needs more of such amenities, not fewer, along with a traffic system that makes downtown easy to navigate.

(2) The plan to turn Second and Fourth Streets into major arteries threatens the <u>cohesion</u> of downtown Little Rock.

If defined as primary commuter routes, those streets will cut downtown apart. That is because they will need to have traffic lights synced to keep cars moving quickly to and from I-30. Morning and afternoon, those cars will be filled with grim commuters intent on getting away as fast as possible. Cross-traffic will be challenging and uninviting, and the businesses on each side will suffer.

Further: Once I-30 becomes the 10-lane or 8-lane highway envisioned, commuter traffic is guaranteed to increase. Having lived many years in the Northeast, I have seen this reality over and over — when a highway is scaled up, more people will begin to drive on it. It is a well-recognized phenomenon. The plan for Second and Fourth Streets does not seem to factor in the increase in traffic sure to come.

I will stop there and apologize for having no solution to suggest! The problem is huge. I hope everyone involved, including the city's leaders, will be able to think boldly about other directions, such as going under existing streets or putting I-630 to a new use.

Thank you again.

Mary Lowe Kennedy

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
NOV 06 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
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PULASKI COUNTY

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4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: Barry L. Emigh

Address: 1104 Seventh St
Hot Sprgs, AR
71913

Phone: (501) 701 -- 3383

E-mail: —

Comments: The problem is the high volume of traffic on Interstate 30 and 40 between Interstates 630 and 67 during peak business hours.
The intent of this proposal is to dedicate Interstate 30 to business traffic. To allow the free flow of business

(Continued on back)

Comments (cont.):

related traffic in, and out, of the Little Rock, and North Little Rock, downtown area.

To directly connect Interstates 630 and 67. To by pass traffic congestion on the Interstate 30 bridge.

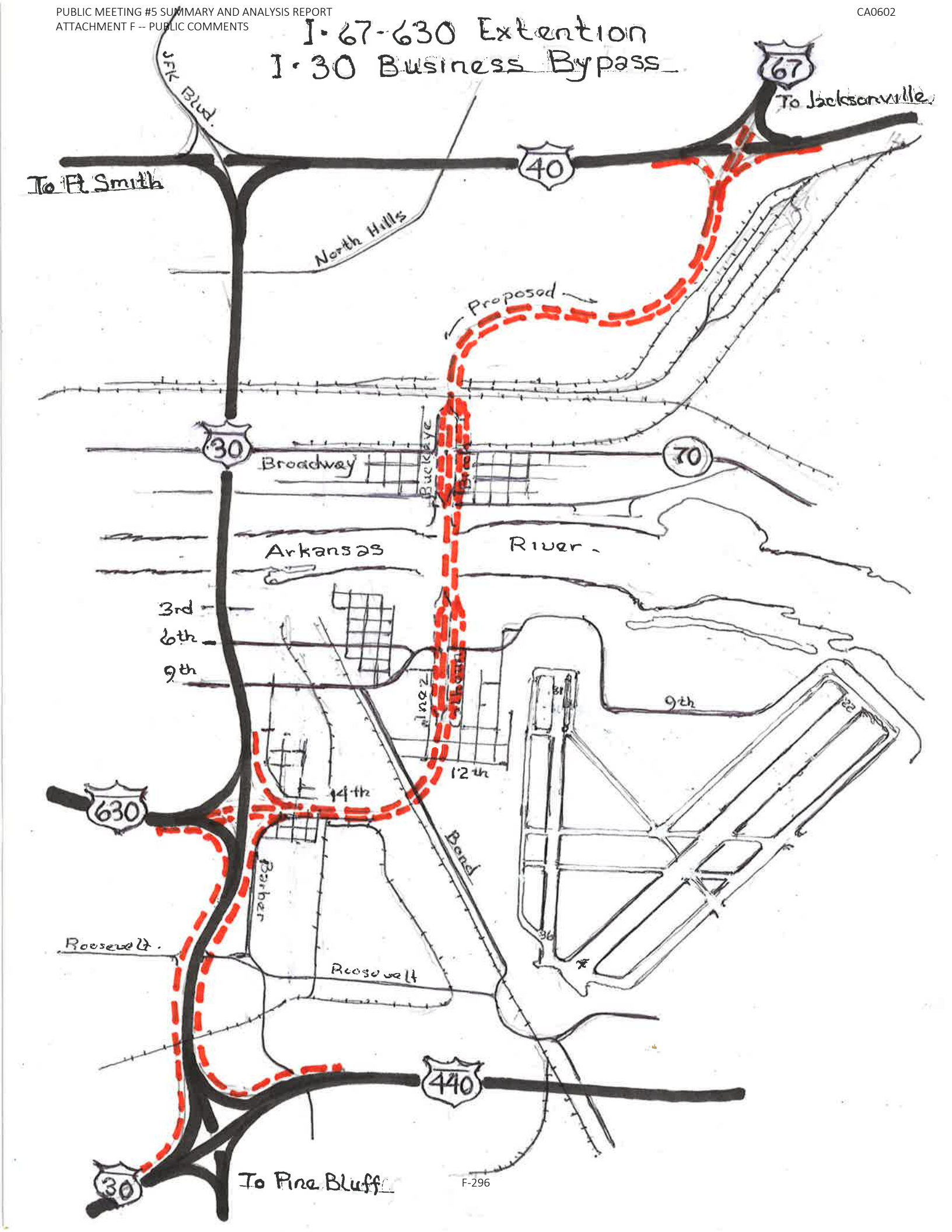
Interstate traffic on Interstates 630 and 30 can flow freely to Interstates 67 and 40. Greatly reducing the traffic congestion in the downtown area.

Most of the land is vacant, wet lands, farm land, and industrial. Three (3) basic residential areas will be effect. 1. The area between 14th and 15th Street(s) in Little Rock. 2. The area between Inez and Calhoun Street(s) in Little Rock, and 3. The area between Buckeye and Birch Streets in North Little Rock.

The proposed North Little Rock interstate extention of Interstate(s) 630 and 67 can follow, as closely as possible, the existing railroads.

Interstate 30 can be widened from the 440 interchange to the 630 interchange. That property is assentially vacant.

By constructing a by pass. There is no disruption to traffic during construction, and may reduce traffic congestion when the interstate is widened between Interstate(s) 440 and 630.


I-67-630 Extention
I-30 Business Bypass
JFK Blvd.
67
To Jacksonville
40
To Ft Smith
North Hills
Proposed
30
Broadway
Buckeye
70
Arkansas
River
3rd
6th
9th
Inez
9th
12th
14th
630
Bend
Barber
Roosevelt
Roosevelt
440
30
To Pine Bluff

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Kenneth Hobbs

Address: 8 Terrace Place
Apt # 2
LR, AR 72209

Phone: (501) 960 -- 7622

E-mail: Kenneth.hobbs@LRSD.org

Comments: Attached

(Continued on back)

Little Rock is a city with ongoing growth; growth means increased traffic. The current traffic patterns are much different from when I first moved here in 1990. The rush hour delays are becoming longer and longer and there are traffic back-ups and merging delays in places that were usually free flowing.

As a city, we have to be able to make improvements to our infrastructure to accommodate present and future growth. We can't become complacent with the norm and be afraid of an overall change for the better. The current interstate designs in my opinion are far outdated and were not created with growth in mind.

I am in favor of the 10-lane project with the *diverging* or *regular diamond* format. In addition to this, I feel like more attention should be placed on the Broadway exit in NLR. I can't remember what the diagram showed for this exit. What if the exit was pushed back to Riverfront Dr? That would eliminate the congestion at the exit ramp and merging traffic from Locust St. Traffic would then be able to go either West or East on Riverfront Dr. with access to Broadway St. at the stop light.

I'm hearing people are concerned about this project impacting the River Market and Clinton Library area in a negative way. This project probably would disrupt to a lesser degree what people are "used" to in these areas. The overall improvement would mean more ease of access to these areas without all of the traffic congestion except for extreme event situations.

It's time for us to stop being complacent with the norm and move this city forward with infrastructural improvements which will have an overall positive impact. This highway project will help with business growth and increase tourism to our city. There are places I don't visit as often because of bad traffic and I'm sure there are many that feel the same way about visiting Little Rock.

The success of this project could open the door for future projects; I would love to see a South Bypass. A South Bypass could ease congestion along I30 East & West from the South interchange to the US 70 interchange leading to Hot Springs. Just a thought for the future.

Kenneth Hohlz

Connecting Arkansas Program

From: Anne Speed <annewspeed@gmail.com>
Sent: Friday, November 06, 2015 10:22 AM
To: info@30crossing.com
Subject: I-30 Corridor

To Whom It May Concern:
I wanted to add my voice to the chorus of Little Rock residents concerned about the potentially negative impact on our downtown of the changes to the I-30 corridor and Little Rock streets recently proposed by the Arkansas State Highway Department. I understand that safety, both pedestrian and vehicular, is paramount to any planning proposal, but the vitality of our downtown must also be considered when evaluating options.

Many years ago I spent a morning with Jimmy Moses touring around the downtown on what was then the new River Rail trolley. During our sightseeing tour, he explained that residential growth was an important missing link in the revitalization of the core of the city. That residential growth has been realized in the last decade and it is a trend that I know the city does not want to see stalled, or worse, reversed. The current proposal could have a devastating effect on the quality of life as a resident and a pedestrian in the impacted areas and further might stymie future development beyond the Clinton Presidential Center and Heifer International.

Downtown Little Rock has become a destination for meals, lectures and a myriad of activities for everyone in our capitol city, not just for those who have chosen to live downtown.
Please help us to persuade Scott Bennett and the Arkansas State Highway Department to craft a solution that will address the concerns about vehicular safety and traffic congestion while preserving the quality of life of our newly energized downtown.

Thank you for your time and consideration.

Sincerely,

Anne Wagner Speed
5206 Sherwood Rd.
Little Rock, AR 72207
(501) 350-7871

Connecting Arkansas Program

From: Daniel Beck <dbeck59@gmail.com>
Sent: Friday, November 06, 2015 11:31 AM
To: board@littlerock.org; mayor@littlerock.org
Cc: info@30crossing.com
Subject: I-30 Expansion

Dear Mayor Stodola and Board Members,

I attended the meeting Tuesday night at the Clinton Presidential Center concerning the expansion of I-30. After listening to the comments of AHTD and those in attendance, I believe that there is a false dichotomy that emerged in the conversation. That is, the I-30 bridge will either be replaced and expanded or left dormant with no improvements, and that those opposing the expansion simply want suburbanites to choke on the congestion until they decide to move to Little Rock.

That is a false narrative. I understand that the I-30 bridge needs to be replaced. I do not, however, believe that the current plan meets the needs and goals of the City of Little Rock, and until a plan is revised to meet those needs and goals, the project should not be approved. The goal is not to make the commute into Little Rock miserable to force those commuters to live in the City, but to improve Little Rock to attract more people to live and work in the City.

Based on the words and actions of the leaders of the City, it is my impression that they desire smarter urban planning that is more focused on pedestrians and quality of life than simply accommodating cars and congestion.

I have seen the Mayor and members of the Board promote the reduction of lanes on Main, Louisiana, and 12th Street to promote better urban design, even though slower traffic would be a consequence to such actions. I've been part of the Chamber's Pop-Up collaboration that has worked to show the benefit of better urban design. I've sat through the Chamber's annual meetings which have included guests such as John Norquist, former mayor of Milwaukee, who spoke against the error of building large road projects through towns and cities. And I've heard Jim Mckenzie speak on several occasions about the error of post-WWII highway and neighborhood design that rejected the historical grid system and ultimately lead to road congestion at peak hours by forcing all travelers onto the main road arteries during rush hour, and that such congestion will never be relieved regardless of the amount of lanes that are added. He and Metroplan recently reaffirmed that view in Metroplan's presentation concerning the expansion of I-30. Moving forward with the expansion plan for I-30 would be a rejection of the ideals the City leaders have promoted over the past several years.

While AHTD did mention certain pedestrian accommodations in its plan, I do not think any amount of bike lanes or lighting will attract pedestrians to congregate around bridge underpasses, bike on an interstate, or live near a football field wide wall of fast moving cars. A smaller scale project is necessary to improve the quality of life in Little Rock and the neighborhoods near I-30.

Unfortunately, Little Rock is deeply divided by class and race. I-30 and 630 are prominent scars of that division. Recent comments by Senator Joyce Elliot and Superintendent Baker Kurrus are poignant and palpable. This City needs to join together and learn to live together as one community if it is to survive. I cannot see how the City can move forward and prosper without healing these scars. If the City's leaders do not stand by their commitment to heal this City and join as one community, this City will fail and its citizens will continue to abandon her.

Sincerely,

Daniel Beck

Hetzel, Jon, D

From: Wylie, Keli <Keli.Wylie@ahtd.ar.gov>
Sent: Friday, November 06, 2015 1:24 PM
To: Holder, Jerry D.
Cc: Hetzel, Jon, D; Browning, Benjamin
Subject: Fwd: Message from KMBT_C554
Attachments: SKMBT_C55415110614390.pdf; ATT00001.htm

FYI

Begin forwarded message:

> **From:** "Sneed, Jimmie F." <Jimmie.Sneed@ahtd.ar.gov>
> **Date:** November 6, 2015 at 1:22:06 PM CST
> **To:** "Wylie, Keli" <Keli.Wylie@ahtd.ar.gov>, "Browning, Benjamin" <Benjamin.Browning@ahtd.ar.gov>
> **Subject: FW: Message from KMBT_C554**

> **From:** 10floorcopier@arkansashighways.com [mailto:10floorcopier@arkansashighways.com]
> **Sent:** Friday, November 06, 2015 2:40 PM
> **To:** Sneed, Jimmie F.
> **Subject:** Message from KMBT_C554

C: BEN. B.
KELI W.
GARVER
SEB

Joan Baldridge Ballard
3500 Cedar Hill Road 7-South
Little Rock, AR 72202

RECEIVED
NOV 06 2015
DIRECTOR'S OFFICE
ARKANSAS STATE HIGHWAY AND
TRANSPORTATION DEPARTMENT

November 11, 2015

Dear Robert,

Mr. Robert S. Moore, Jr., Member
Arkansas Highway and Transportation Department
P. O. Box2261
Little Rock, AR 72203

Like just about everyone I know, I have an opinion about the project to widen I-30 through Little Rock. Clearly it is outdated and dangerous to navigate. I'm not sure at this point what solution would satisfy me, I just know I'm not happy with the things I am reading about.

My major concern is the negative effect it would have on the incredible re-birth happening east of the interstate. Others have pointed out all the details, and I won't spell them out here. My request to you is to guide the planning as best you can so that whatever happens is not detrimental to all the good things happening east of the interstate.

Thank you for taking the time to read this letter. I will very much appreciate your consideration of my request.

Sincerely,

Joan Baldridge Ballard

Joan Baldridge Ballard

Copy to SEB for handling
11-06-2015
LHW

Connecting Arkansas Program

From: Rosemary Walker <rosemary.ptsemail@comcast.net>
Sent: Friday, November 06, 2015 2:05 PM
To: info@30Crossing.com
Subject: I-30 Crossing
Attachments: maps.pdf

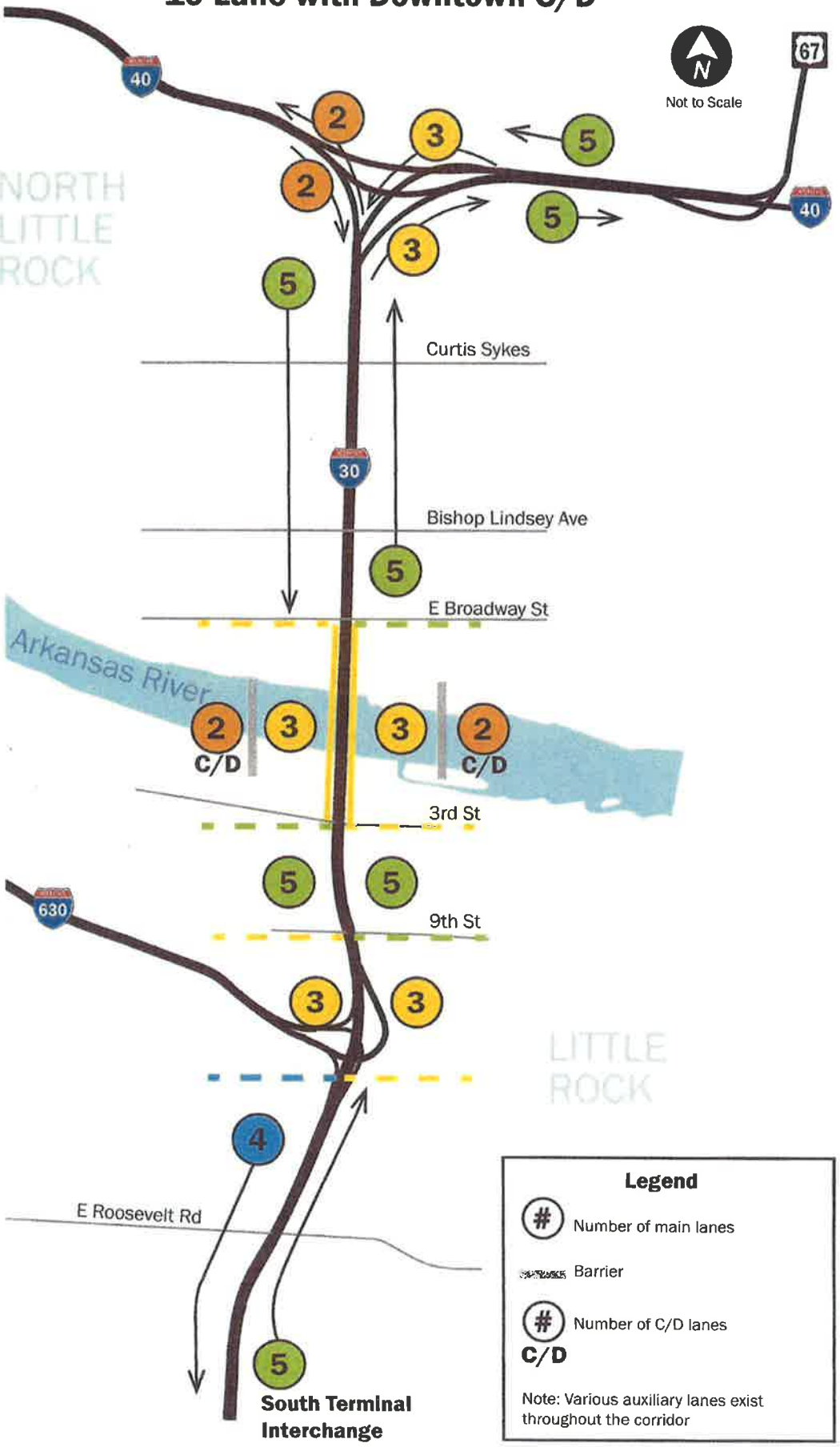
My name is Rosemary Walker and I am with Pipe & Tube Supply Inc, located at 1407 North Cypreess Street in North Little Rock, Arkansas.
After telephone conversations with Mr. Browning, reading newspaper articles, watching the news on TV and finally being able to attend the meeting on November 3,2015, I have the following objections to the 30 crossing project. During the meeting November 3, I found out that Pipe & Tube Supply Inc was denied due process in this matter. According to Jerry Holder we learned that the Highway Department and Garver Engineer held stakeholder meetings with groups in the areas that would be directly impacted by the changes made to interstate. Pipe & Tube Supply Inc is a group that would be directly impacted by the removal of the on ramps and the relocation of the off ramps at the Curtis Sykes exit and we were not contacted by anyone to attend a meeting or to be informed that there would be a meeting. Then we found out that there was supposed to be a committee made of up of citizens in the areas that would be impacted to discuss the changes and to get the opinion of the people in the area, we were not contacted.. Then there was a workshop for the people in the areas to have input in the appearance of the interstate once again we were not contacted. Due process should be for everyone in the area not just the people who agree with your plan. During my telephone conversation with Mr. Browning I did pose the question why no one came to speak with us especially the engineers to inform us of their plans or to ask our opinion, he had no answer to that. The answer is they must have known we would be opposed to the idea so did not contact us. I am going to stop right for a moment to answer the question there have been 5 public meetings about this and why have you not attended them. The answer is simple in a thirteen month period from April 22, 2014 to June 2, 2015 my husband and I lost my dad and both of his parents. Our parents were elder, his mother 100, his dad 97, and my dad 79. During this time it seemed that every time one of these meetings were scheduled we were at the hospital with a parent that needed our help. For the meeting in October it was my own health I had melanoma on my arm that took two procedures to remove and on October 22, I had a skin graft surgery to close the hole in my arm.

Now that that is out of the way let us come to my main concerns. Right now we have great access to the interstate, the southbound on ramp is directly in front of our building, the on ramp north bound is on the east side of interstate and easily accessed. The south bound and the north bound off ramps are very close and easily accessed. The I-30 crossing plan is to remove both the southbound and the northbound on ramps at Curtis Sykes. I have tried to find a map that would show me where our truck, our vendors, or our customers are supposed to be able to re-enter the interstate but I can not find one. The two maps that I was able to find that shows what they want the interstate to look like, has no graphics or details. I am attaching them for your viewing. By removing the on ramps at Curtis Sykes this will cause a major decrease in our able to serve our customers, one way is that because we are easily accessible many people driving down the interstate take off the exit, come in and purchase what they need and easily re-enter interstate and go on about their day. I am sure the highway department will say that they can take this street, then this street , this one and then they can enter the interstate. The problem with this that is it not convenient and what everyone wants is convenience. Also there are roads around us that are non truck traffic so now how do my trucks get on the interstate. By removing and relocating our on and off ramps you are taking access away from us and are leaving direct access to one of our competitors that are located off the Broadway exit. In no way is this right you need to either deny both of us direct on and off access to the interstate or give both of us direct on and off access to interstate. The Highway Department preserved many of the on and off ramps in Little Rock so I feel it is only right that they preserve the on and off ramps at Curtis Sykes exit in North Little Rock.

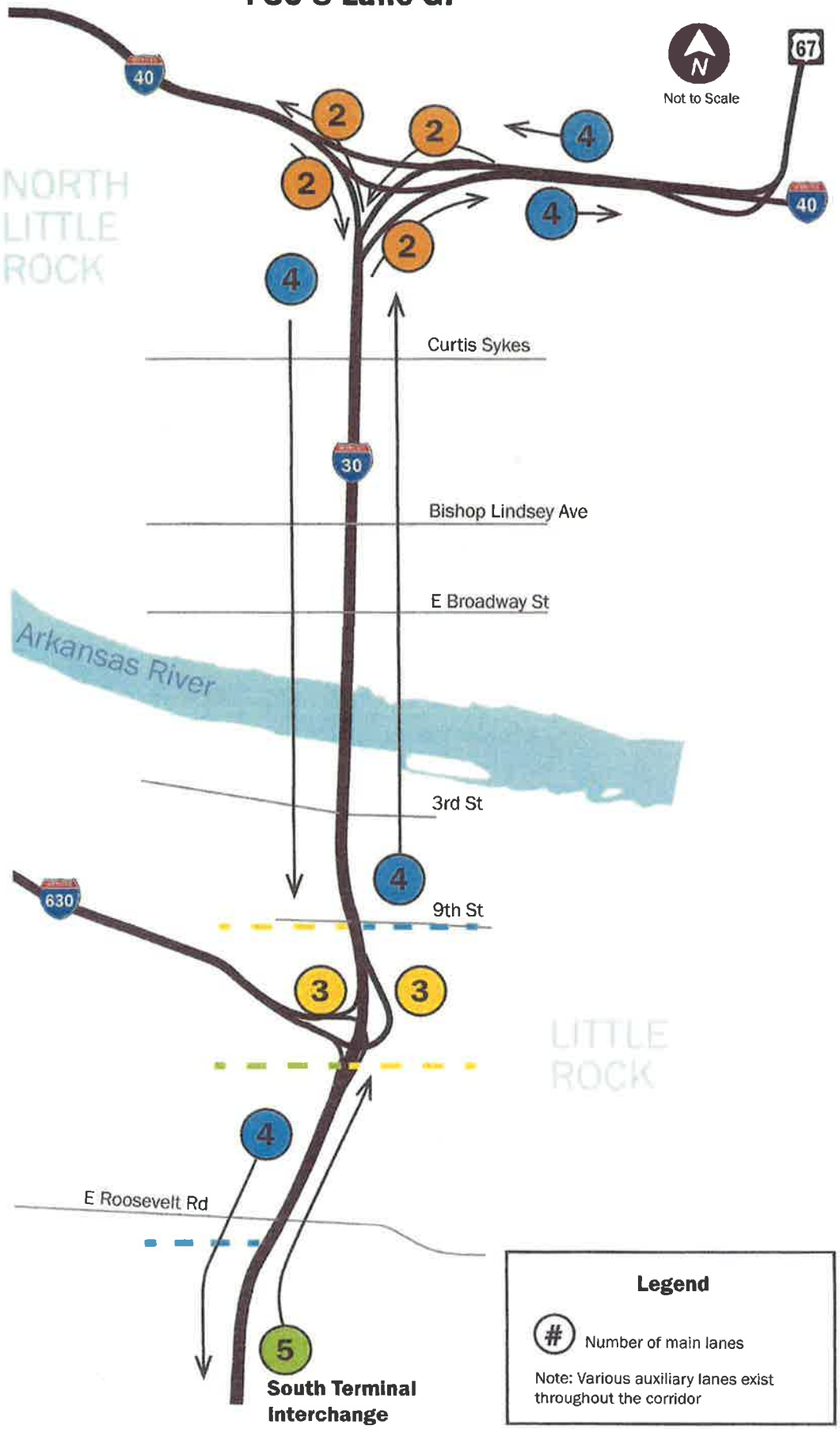
In everything that I have read and heard about this project the clear solution is to use the $91million dollars that the department has to replace the the I-30 bridge and leave everything else the way that it is . The thought of spending $600 million that they do not have does not make any sense, certainly not common sense. In closing Mr. Bennett has said that the Highway Department will not shove this project down our throats, but if they precede with their plans the way they are and remove our on ramps and deny us access to the interstate then they are indeed shoving this project down our throats and possibly putting us out of business. Thank you for your time and attention in this matter.

Rosemary Walker
Credit Manager
Pipe & Tube Supply Inc
phone 501-372-6556
fax 501-372-0502
email: rosemary.ptsemail@comcast.net

10-Lane with Downtown C/D



I-30 8-Lane GP


Not to Scale
N
40
67
NORTH LITTLE ROCK
Curtis Sykes
30
Bishop Lindsey Ave
E Broadway St
Arkansas River
3rd St
630
9th St
LITTLE ROCK
E Roosevelt Rd
South Terminal Interchange
Legend
Number of main lanes
Note: Various auxiliary lanes exist throughout the corridor

Connecting Arkansas Program

From: barclay key <barclaykey@yahoo.com>
Sent: Saturday, November 07, 2015 8:51 AM
To: info@30Crossing.com
Subject: public comment re: I-30

To whom it may concern:

I am summarily opposed to the ridiculous plan of expanding I-30 in downtown Little Rock. After reading the various arguments for several days now, it seems clear that the leadership in the AHTD has absolutely no vision for the future outside of the same old tired, failed strategies that have characterized central Arkansas for decades. This morning I see that the LR Chamber of Commerce supports the plan, so my opposition is now cemented. The Chamber of Commerce rarely acts in the interests of working people. They only care about their rich white cronies. The absurdity of the expansion plan is best illustrated by the clown from the LR board of directors who said that downtown would die without the expansion. Maybe he could explain the current boom in development without the expansion.

The plutocrats in central Arkansas are finally being asked to give account of their nefarious actions and alliances, and their explanations indicate an inability to perceive that the times are changing. I've also noted Mr. Bennett's disdain for LR. I feel the same way about Bryant. My family and I (all white) have lived in LR for 3.5 years, south of I-630 where the population is mostly black and brown. (Gasp!) I wouldn't live in a white flight city like Bryant if it were the last option on earth.

I've read about several alternative ideas for road construction, but the one I prefer would eliminate I-30 from downtown LR and create a boulevard. (See http://www.arktimes.com/ArkansasBlog/archives/2015/11/06/from-dallas-creative-thinking-about-the-interstate-30-project.) I fully agree that the bridge needs to be replaced if it does not meet safety standards. Otherwise, thru traffic can be routed around the city.

Sincerely,
Dr. Barclay Key

Connecting Arkansas Program

From: Chris Matthews <cwmatthews@outlook.com>
Sent: Saturday, November 07, 2015 12:55 PM
To: info@30crossing.com
Subject: Public Comment
Attachments: scan0002.pdf

Regards,
Chris Matthews
P: 501-607-4683 (Text OK)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: info@30Crossing.com

(Please Print)

Name: Chris Matthews

Address: 33 Ophelia Drive
Maumelle, AR 72113

Phone: (501) 734 -- 8406

E-mail: cwmatthews@outlook.com

Comments: I am in FAVOR of proposed 10 lane alternative as of 11-5-2015. As a regular commuter of entire corridor these improvements are long over due and neccessary.

(Continued on back)

Connecting Arkansas Program

From: abelken@swbell.net
Sent: Sunday, November 08, 2015 9:06 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Lee Abel -abelken@swbell.net

please reject the 10 lane option. Even the 8 lane option is huge and can hurt downtown. How many times across the U.S. have we seen huge highway projects hurt inner city areas? And remediation (such as the Big Dig project in Boston and Seattle's interstate/waterfront problem) are painfully expensive.

Connecting Arkansas Program

From: Joshua Silverstein <jsilver220@yahoo.com>
Sent: Monday, November 09, 2015 12:24 PM
To: 'Connecting Arkansas Program'
Subject: RE: Comments re. I30 Project

I wanted to submit one last comment. I saw in yesterday's Democrat Gazette that there were only nine accidents over 10 years at the intersection of Markham and LaHarpe. That is a trivial amount and, in my view, clearly does not justify redirecting traffic down 2nd street to Chester. The lost time alone doesn't justify the change. But when the other costs are figured in – lost parking, harm to businesses, new dangers from that path – it is clearly a very bad idea. As I've said in my past comments, major arteries should be connected in the easiest way possible absent truly compelling circumstances. One accident a year doesn't come close to constituting a compelling circumstances. Thus, the quick exit from I30 to LaHarpe/Cantrell should be preserved.

Thanks.

Josh

From: Joshua Silverstein [mailto:jsilver220@yahoo.com]
Sent: Tuesday, November 03, 2015 3:15 PM
To: 'Connecting Arkansas Program'
Subject: RE: Comments re. I30 Project

Great. Thanks much Jon.

From: Connecting Arkansas Program [mailto:info@connectingarkansasprogram.com]
Sent: Tuesday, November 03, 2015 3:13 PM
To: 'Joshua Silverstein'
Subject: RE: Comments re. I30 Project

Thanks, Josh. I saw the article this morning, too, and sent it to the project team.

CONNECTING ARKANSAS PROGRAM CAP

Jon Hetzel
CAP Communications Manager
Office: 501-255-1519
E-mail: Info@ConnectingArkansasProgram.com

From: Joshua Silverstein [mailto:jsilver220@yahoo.com]
Sent: Tuesday, November 03, 2015 2:53 PM
To: 'Connecting Arkansas Program' <info@connectingarkansasprogram.com>
Subject: RE: Comments re. I30 Project

I wanted to briefly follow-up on my comments from last week. The lead editorial in today's Democrat Gazette, which I have pasted below, perfectly reflects the substance of the part of my comments criticizing the plan to

Hetzel, Jon, D

From: Public Information Office <INFO@ahtd.ar.gov>
Sent: Monday, November 09, 2015 3:49 PM
To: Hetzel, Jon, D
Subject: FW: I-30 expansion

- Danny

-----Original Message-----
From: Lynn Baker [mailto:lynn.baker@hotmail.com]
Sent: Monday, November 09, 2015 10:00 AM
To: Public Information Office
Subject: I-30 expansion

Please take seriously the idea of enhancing the beauty and function of our capital city and consider alternate designs to I-30. The more I read about the 10 lane plan and what other cities have done to address traffic congestion through their downtowns, the more I am convinced an alternate plan to 10 lanes is better for Little Rock financially and aesthetically.

So far, the objections to alternative solutions seem to centered around pleasing commuters who live outside Little Rock instead of considering what is best for the city now and in the future.

I feel projects to enhance our capital city and encourage downtown growth and development, is more important than destructive development such as this project.

I feel the highway department's current plan was developed without considering the negative impact it will have on the city.

Please reconsider this plan.

Regards,
Lynn Baker

Sent from my iPad

Hetzel, Jon, D

From: Public Information Office <INFO@ahtd.ar.gov>
Sent: Monday, November 09, 2015 3:52 PM
To: Hetzel, Jon, D; Jordan, Ruby
Subject: FW: I-30 Downtown Little Rock Rehab

- Danny

-----Original Message-----
From: Alan Crownover [mailto:alancrownover@att.net]
Sent: Sunday, November 08, 2015 11:28 AM
To: Public Information Office
Subject: I-30 Downtown Little Rock Rehab

Whatever happened to the plan of extending 67/167 southward across the river and then west and connect into the east end of I-630. Most of this could be built without major traffic disruption. Once completed I-30 could be reworked without as much traffic and would not need to be as wide as proposed and I-40 from 67/167 would not need additional lanes.

Sent from my iPhone

Connecting Arkansas Program

From: Arthur Paul Bowen <arthurpaulbowen.hra@gmail.com>
Sent: Tuesday, November 10, 2015 10:29 AM
To: info@ConnectingArkansasProgram.com
Cc: info@ahtd.ar.gov; comments@metroplan.org; kathywebb14@gmail.gov; warwicksabin@hotmail.com; mstodola@littlerock.org; John Coulter
Subject: 30 Crossing
Attachments: Scan0033.pdf

Good Morning!

I have attached to this email the position of the Hillcrest Residents Association concerning the above.

Thank you.

Paul

Hillcrest
THE HEART OF LITTLE ROCK

November 10, 2015

Connecting Arkansas Program
Via email info@ConnectingArkansasProgram.com

Re: 30 Crossing Project

Dear Sir or Madam:

Please be advised that the Board of the Hillcrest Residents Association, by a unanimous vote at our meeting last night, is opposed to the 30 Crossing Project as presently proposed. We believe that the project in its current form would be harmful to development in downtown and would limit future opportunities in the area. We ask that the project be put on hold pending a much more thorough evaluation of the impacts and potential mitigation thereof can be performed. Among other things, we primarily concerned with:

- The effects on the River Market streetcar and non-vehicular traffic;
- Protection and otherwise due consideration of previous and future development in the Downtown, River Market, Clinton Presidential Center and Hanger Hill areas and
- Safety issues that currently exist with the Arkansas River Bridge.

The impact of any project concerning Interstate 30 and Arkansas River Bridge will be profound and of long duration. Generations of future Little Rock residents will be impacted by this project one way or the other. We ask that the Connecting Arkansas Program, our elected officials, Metroplan and the AHTD look beyond the short term and instead consider a visionary project that is more accommodating to pedestrians, bicyclists, hikers and public transportation along with the above-referenced development in the area. Such a visionary project would be more in keeping with the progressive city of the future that Little Rock aspires to be.

HILLCREST RESIDENTS ASSOCIATION | P.O. Box 251121, Little Rock, AR 72225

Hillcrest
THE HEART OF LITTLE ROCK

If you have any questions or comments you can reach me at this address or at arthurpaulbowen.hra@gmail.com.

Respectfully submitted,

ARTHUR PAUL BOWEN
President of the Board

cc *via* email:
AHTD
Metroplan
Hon. Kathy Webb
Hon. Warwick Sabin
Hon. Mark Stodola
John Coulter, Vice-President HRA Board

HILLCREST RESIDENTS ASSOCIATION | P.O. Box 251121, Little Rock, AR 72225

Connecting Arkansas Program

From: douglaskbarton@gmail.com
Sent: Tuesday, November 10, 2015 1:19 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Doug Barton -douglaskbarton@gmail.com

November 10, 2015 Connecting Arkansas Program 4701 Northshore Drive North Little Rock, AR 72118 RE: 30 Crossing Proposal At our monthly meeting last night, we, the members of the Capitol View Stifft Station Neighborhood Association (CVSSNA), approved a resolution to oppose the current 30 crossing proposal. It would be bad for those in the Downtown area as well as for Central Arkansas as a whole. We urge you to come up with an alternative proposal that will make Downtown a better place live, work and visit. And we know that when downtowns are vibrant and successful that metro areas also benefit. Sincerely, Doug Barton President of the CVSSNA Little Rock, AR

Connecting Arkansas Program

From: Jimmy Alessi <jalessi@alessikeyes.com>
Sent: Wednesday, November 11, 2015 9:54 AM
To: 'info@30crossing.com'
Subject: I - 30 Corridor

I wanted to send my comments relating to the I -30 Corridor project.

I whole heartedly support this project. If this project is not done then not only will Downtown Little Rock and North Little Rock, die a slow death it will impact all of Pulaski County. Given the growth of traffic over the last several years, the current I -30 Corridor will soon become a parking lot and at times it is that way now. While this project will have some impact on some areas downtown the negative impact is minimal and is far exceeded by the benefits. I realize that there are those opposed to this project because they feel it will have a negative impact on air quality or the environment. Common sense says that cars moving through the area faster will have much less impact on the air quality than hundreds of cars stalled in traffic.

Jimmy Alessi - VP
Alessi Keyes Construction
10623 Maumelle Blvd
North Little Rock, AR 72113
501-225-6699

Connecting Arkansas Program

From: Barry Haas <bhaas@sbcglobal.net>
Sent: Wednesday, November 11, 2015 1:27 PM
To: info@30Crossing.com
Subject: Question re proposed 30 Crossing Project Presentation

I have a question re the proposed 30 Crossing project in Little Rock. At the Clinton Library presentation last week a slide was shown that included the following under Coordination and Meetings:

"Stakeholder Advisory Group (SAG)
Pulaski County, Little Rock, and North Little Rock each appointed four citizens to provide feedback on options being studied. Monthly meetings held."

Please provide me with the names and any information you may have re the backgrounds/bios of those 12 individuals, and also who was appointed by each of the above 3 entities.

Barry Haas

Connecting Arkansas Program

From: Rhea Roberts <rroberts@quapaw.com>
Sent: Wednesday, November 11, 2015 2:59 PM
To: info@30crossing.com
Subject: Comments on 30 Crossing
Attachments: QQA Statement on 30 Crossing 11-12-15.pdf

Please find the attached statement from the Quapaw Quarter Association

--

Rhea Roberts
Executive Director
Quapaw Quarter Association
615 East Capitol Avenue
P.O. Box 165023
Little Rock, Arkansas 72216
501.371.0075
Quapaw.com

Help us preserve historic Little Rock by becoming a member, **join online today**
Find out more about the QQA on **Facebook**

QUAPAW QUARTER ASSOCIATION

The 30 Crossing project is not, strictly speaking, a historic preservation issue. As far as we presently are aware, no significant historic resources would be directly affected by the project. However, the project almost certainly would have an impact on redevelopment efforts east of Interstate 30 in Little Rock, an area in which the Quapaw Quarter Association has a vested interest as owner of the Woodruff House. In addition, 30 Crossing brings with it a wide array of design and quality-of-life issues that would affect the Quapaw Quarter – and the City as a whole – for decades to come. Consequently, the Quapaw Quarter Association offers its perspective:

As historic preservationists who have witnessed firsthand the destructive and divisive impact interstate highways have had on cities across the country, we cannot be "pro-interstate." There can be no doubt that the interstate highway program was poorly conceived when it came to routing interstates through cities, and Little Rock has suffered accordingly. History reflects that in past generations, many state and city leaders wrote off areas east of Interstate 30 and south of Interstate 630 as the "bad" parts of town, best separated from the rest of the city by concrete barriers. Ideally, these barriers would come down, and our city could be knitted back together.

However, it is our belief – after meetings with highway officials and city leaders, as well as much discussion – that there is very little chance the interstates will be removed entirely from the heart of downtown Little Rock. Given that belief, we consider it critical to be involved in guiding the 30 Crossing project so that it has the least possible detrimental impact on the Quapaw Quarter and is designed with features that might even be viewed as positive.

As an organization committed to the preservation and revitalization of historic places in Little Rock, we believe any major undertaking like this should focus on getting people to downtown Little Rock, not through it; enhancing safety; and repairing as much of the physical divide created by I-30 and I-630 as possible. Some traffic congestion in an urban area should be accepted as a fact of life. In addition, research suggests that transportation innovations will lead to fewer, not more, cars driving through and into Little Rock in years to come. We hope that the following factors will be addressed before the 30 Crossing project is finalized:

Consider all options to enhance safety

Repair of the I-30 bridge should be seen as an opportunity to design the best possible solution to safety and traffic concerns in downtown Little Rock. While most are not fatal, this stretch of I-30 has a high number of accidents. Those travelling this route would benefit from better-designed interchanges and on and off ramps. Preferably, these safety issues can be addressed without widening the Interstate footprint so much that it will trigger construction and widenings in Little Rock and central Arkansas for many years to come. We look forward to learning the results of the NEPA process evaluation of an eight lane option.

Repair divide between east and west
All streets that currently connect the east and west sides of I-30 need to remain open. The connections should be enhanced to encourage pedestrian and bicycle traffic in addition to vehicular traffic. Noise should be reduced along the corridor, and, in particular, where roads will pass under the Interstate. The Hanger Hill area has struggled since the construction of I-30, and is now seeing renewed interest and investment in spite of it. One issue the neighborhood faces daily is the 15th Street exit off I-630 that allows drivers to exit, cut through the neighborhood at high speeds on College Street, and enter I-30 further north. The high speeds at which they travel on College Street create constant safety concerns for local residents. This problem needs to be addressed, but a 15th Street exit should remain open for use by residents and local businesses.

Design and prepare for transportation innovations
Many people and organizations have worked very hard to revitalize downtown and surrounding neighborhoods, and they will continue to do so. Nationwide, people are driving less and moving back to vibrant urban areas. Perhaps fewer lanes for through traffic would accommodate future needs and encourage drivers to take other routes around downtown. If collector distributor lanes are built at grade and integrated with the existing street grid, we believe the visual impact of ten lanes through downtown would be lessened. Ideally, the final plan would be such that future construction work, which would further disrupt life and commerce downtown, could be avoided.

Minimize disruptions during construction
Even if all goes according to plan, we understand that the construction phase of this project is scheduled to last a minimum of four full years, beginning in 2017 or 2018 and running through the end of 2021. If not planned and staged thoughtfully to minimize disruptions to the downtown area, the project could possibly slow or halt downtown's renaissance, particularly east of I-30, at a critical time for Little Rock. We urge AHTD, with input from city government and other stakeholders, to work hard to avoid harming the very good things happening throughout the downtown area.

We are specifically opposed to the pairing of Second and Fourth Streets as the "off and on- ramps" for downtown Little Rock. A better solution must be found for the problems associated with the intersection of La Harpe Boulevard, President Clinton Avenue, and Cumberland Street. We favor the idea of a design charrette drawing upon local talent.

We are encouraged by AHTD's continued discussions with the public and stakeholders and with the recent changes to the plan in response to local concerns. The Quapaw Quarter Association urges the continuation of these discussions until all parties with a vested interest in downtown are satisfied.

Connecting Arkansas Program

From: roygsnook@gmail.com
Sent: Wednesday, November 11, 2015 6:35 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Roygsnook -roygsnook@gmail.com

For the project: I cannot make the meeting but my comment is... This is very necessary NOW vs when the congestion gets worse. We have increadibly knowledgeable engineers and other professional put together the best plan. When is our city going to start listening to those who best understand the solution vs the RE Investors who have much to gain financially and other who do not even use the Interstate.....Quit using the roadways to try and control societies choices.

Connecting Arkansas Program

From: Vanessa McKuin <svanessan@gmail.com>
Sent: Wednesday, November 11, 2015 6:43 PM
To: info@30crossing.com
Subject: I-30 Resolution from Centra High Neighborhood Inc.
Attachments: Resolution Concerining I-30 Expansion_Adopted 11.10.15.pdf; Untitled attachment 00005.htm

Last night at the monthly meeting of the Central High Neighborhood association,
members unanimously approved the attached resolution, which expresses concern over the proposed expansion of I-30 to 10 lanes through the downtown of our city.

We wish to oppose the current 10-lane proposal and voice support more inclusive, holistic, forward-looking planning for the 30 Crossing Project corridor designed to increase freedom, choice, and opportunity instead of simply making communities more reliant on private automobile and encourages the Arkansas Highway and Transportation Department to consider the widest set of possibilities allowed by law when deciding what to build in the 30 Crossing Project corridor, a decision that will affect our city and region for decades to come.

Thank you,

Vanessa McKuin
Central High Neighborhood, Inc. President
501-920-7735

RESOLUTION CONCERNING I-30 EXPANSION

WHEREAS, the purpose of Central High Neighborhood, Inc., includes the need to 'assist and encourage the preservation of the distinctive, architectural, and historic character of the Central High Neighborhood,' 'maintain a neighborhood environment conducive to ethnic, social, economic and life-style diversity', and 'encourage, exchange, and develop ideas in furtherance' of its purpose;

WHEREAS, the Central High Neighborhood is closely linked to the rest of downtown Little Rock through shared geography, history, economy, and interests;

WHEREAS, neighborhoods are strengthened when residents can realistically choose from a variety of transportation options;

WHEREAS, good transportation systems support communities by increasing freedom, opportunity, and choice for residents and businesses alike;

WHEREAS, the Central High Neighborhood has been harmed by the physical separation caused by the construction of nearby urban interstates;

WHEREAS, favoring one mode of travel at the expense of all others tends to make communities less competitive, less resilient, and more dependent on larger future government subsidies, while degrading quality of life and limiting citizens' choice;

WHEREAS, expanding road capacity as a response to congestion tends to increase congestion and shift it elsewhere in the system;

WHEREAS, a significant amount of land in downtown Little Rock in general and the Central High Neighborhood in particular is currently reserved for car storage instead of higher, better, and more productive uses;

WHEREAS, many communities across the country have found that thoughtfully replacing urban freeways with more responsive infrastructure is far more advantageous than freeway expansion;

WHEREAS, the current I-30 expansion proposal is in direct conflict with the goals set out in the "Imagine Central Arkansas: Blueprint for a Sustainable Region," developed with input from Central Arkansans and adopted by MetroPlan, the regional planning agency;

THEREFORE, BE IT RESOLVED, Central High Neighborhood, Inc. believes that expanding freeway capacity in downtown Little Rock would harm the character of the Central High Neighborhood, and the organization opposes widening Interstate 30;

BE IT RESOLVED, Central High Neighborhood, Inc. supports more inclusive, holistic, forward-looking planning for the 30 Crossing Project corridor designed to increase freedom, choice, and opportunity instead of simply making communities more reliant on private automobile use;

BE IT RESOLVED, Central High Neighborhood, Inc. encourages the Arkansas Highway and Transportation Department to consider the widest set of possibilities allowed by law when deciding what to build in the 30 Crossing Project corridor, a decision that will affect our city and region for decades to come

I hereby certify that the foregoing is a full, true and correct copy of a resolution duly passed and adopted at the general membership meeting of **Central High Neighborhood, Inc.** held on the Tenth Day of November, 2015.

Vanessa McKuin

Vanessa McKuin
President, **Central High Neighborhood, Inc.**

Connecting Arkansas Program

From: joywoolfolk@sbcglobal.net
Sent: Friday, November 13, 2015 9:58 AM
To: info@ConnectingArkansasProgram.com

concerning the I-30 project through downtown little rock

suggestion-- most of this traffic is going to Memphis, and fort smith--increase the lanes going around little rock instead of through --especially 16 wheelers and only allow cars and service vehicles to access coming directly through the city

2. have a speed train (bullet train) from little rock to Memphis, to fort smith, Conway and Jacksonville for daily transmute to those that work in little rock, people movers instead of individual cars with single drivers

Sent from Windows Mail

Connecting Arkansas Program

From: Daniel Beck <dbeck59@gmail.com>
Sent: Friday, November 13, 2015 1:30 PM
To: board@littlerock.org
Cc: mayor@littlerock.org; info@30crossing.com
Subject: I-30 Crossing

Dear Board Members,

I support the Resolution to Seek Analysis by the Arkansas State Highway and Transportation Commission of Issues for the Proposed 30 Crossing Project, which has been proposed and supported by Director Webb and Richardson.

I have attended the presentation given to the Board at the Clinton Center and viewed Metroplan's presentation on the issue. I've also individually spoken to stakeholders involved in the early planning of the I-30 expansion. I do not believe that the views of Metroplan and other stakeholders have been adequately considered. As I have communicated to you before - I agree that the I-30 bridge may need to be replaced, but it should be done on a smaller scale with an appropriate urban design. Therefore I ask that each of you support the resolution on Tuesday.

Thank you for your time and consideration.

Sincerely,

Daniel Beck

Connecting Arkansas Program

From: ShoreWare Voice Mail <gvoicemail@garverusa.com>
Sent: Friday, November 13, 2015 2:19 PM
To: info@connectingarkansasprogram.com
Subject: ShoreTel voice message from WIRELESS CALLER, +15017942161 for mailbox 2227
Attachments: 9HELFJ83M.wav

Categories: {"SHORETEL_INFO":"VMSync", "DN":"2227", "ID":"9HELFJ83M", "WAV":true, "GUID":"fb9d0490-b087-4e44-bac1-6c466483573e"}

You have received a voice mail message from WIRELESS CALLER, +15017942161 for mailbox 2227.
Message length is 00:00:54. Message size is 422 KB.

Connecting Arkansas Program

From: keith.britton@iconiccg.com
Sent: Friday, November 13, 2015 8:10 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Keith Britton -keith.britton@iconiccg.com

Can you share the sign in sheets from the October 22, 2015 meeting?

Connecting Arkansas Program

From: Paul Lewis <lewis.david.paul@gmail.com>
Sent: Sunday, November 15, 2015 2:21 PM
To: info@30crossing.com
Subject: Comment on 30 Crossing Project

Hello. Thank you for the opportunity to comment on this project.

Per the comment form, here is my information:

Paul Lewis
15 Baywood Court
Little Rock, AR 72211

501-412-1505

I oppose the 30 Crossings project for several reasons:

1-There is no guarantee it will achieve the desired goals. Living in West Little Rock, it has taken me longer to get to work downtown than before the Big Rock Exchange was complete.

2-This project will result in higher taxes for Little Rock residents, as well as our fellow Arkansans.

3-This project will increase the noise pollution in that area of town due to the greater number of vehicles traveling at high speeds.

4-Since this project would greatly alter the traffic flow in the River Market area, it might indeed threaten the vibrant growth in the River Market--and elsewhere downtown. Also, it might threaten the development east of the I30 bridge.

5-This project would be a detriment to the Little Rock economy since it would encourage travelers to pass over or pass through Little Rock, when they could have otherwise stayed, spent money in, and enjoyed our city.

6-Finally, on a more philosophical note, the purpose of an interstate highway is to accommodate only vehicles. Humans have no wish to stay or reside there. Thus, it is not a humane environment. I do not feel there is a need to expand an inhumane environment.

Thank you again for the opportunity to voice my opinion.

Sincerely,

Paul Lewis

Connecting Arkansas Program

From: lwvpc@lwvpc.org
Sent: Sunday, November 15, 2015 6:01 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Carol Young -lwvpc@lwvpc.org

The League of Women Voters of Pulaski County recently had a member meeting focusing on the 30 Crossings Proposal by the Arkansas Highway and Transportation Department. After our discussion we decided on the following points. We support rebuilding of the I-30 Bridge, and keeping the trolley route intact. We also realize that there must be some modifications to the interchanges, as well as to the intersection of LaHarpe and Clinton Boulevards. We are against the larger scope of the project because we want to continue the present quality of life for the downtown residents, discourage urban sprawl, and protect the environment. Our national organization, the League of Women Voters of the United States, has a policy supporting â€œenergy- efficient and environmentally sound transportation systems (that) afford better access to housing and jobsâ€ . The LWVPC not believes the current proposal supports those requirements. We are especially concerned that the proposal was presented as having â€œminimal impactâ€ on the Bill Clark Wetlands, and the Witt Stephens Nature Center, before any environmental impact studies have been conducted. Data has just now begun to be collected on the effect the project would have on air quality and noise pollution in the neighborhoods close to the project. The most important point the membership wanted to make was that the people most affected by the project were not being heard by the Little Rock Board of Directors, or the AHTD. The term "politically disconnected" was mentioned, and that seemed to really resonate with the group. As an organization which promotes citizen involvement in our representative democracy, we wholeheartedly expect our public officials to listen to the citizens and respect their wishes. We believe that most citizens want to keep downtown Little Rock on the path it has begun to be a more walkable, livable neighborhood. The 30 Crossings plan does not encourage the City to continue in that direction. Sincerely, Carol Young, Convener, League of Women Voters of Pulaski County

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
NOV 16 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email it within 15 days to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name: JOHN S. HOLT

Address: 515 E. CAPITOL AVENUE #106
LITTLE ROCK, AR 72202

Phone: (501) 256-6264

E-mail: jsholt45@gmail.com

Comments: See attachment for comments. I oppose any changes in the lanes as planned.

(Continued on back)

The Arkansas State Highway and Transportation Dept (AHTD) should "think outside the box" regarding its expansion project that routes traffic through Little Rock/North Little Rock. The expansion program, or any tweaking of it, neither meets the needs of these two cities nor improves traffic flow of through-traffic.

I-30's current 6 lanes are presently adequate except during morning and evening hours when commuter traffic joins the flow of through-traffic. Progressive cities nationwide are developing central downtown areas by diverting through-traffic around the central corridors. The AHTD proposal and any tweaking of it will negatively impact cultural, recreational, entertainment, and business activities from Argenta to the north, McArthur Park to the south, Main Street to the west, and the Clinton Library/Heifer Project to the east.

I-30 can be diverted through I-440 with improvements of the intersecting bridges at less cost. To do so would alleviate the dangerous convergence of I-40, I-30, and Highway 67 in North Little Rock. Perhaps attention can be given to the exchange of I-30 and I-430, which has become a bottleneck on work days. In closing, increasing I-30 downtown lanes beyond the current 6 only serves commuters to and from other communities, such as Benton, et al. Unlike the AHTD Director, I and many others, live in what has become a progressive, welcoming central Little Rock area; and, we do not want the progress undone. I am opposed to the I-30 expansion as planned at this time.

Connecting Arkansas Program

From: Mark Barnhard <kd5aiv@gmail.com> on behalf of Mark Barnhard <mbarnhard@aristotle.net>
Sent: Monday, November 16, 2015 12:33 PM
To: info@30Crossing.com
Subject: CAP I-30 project (CA0602)

Mark Barnhard
12563 Southridge Dr
Little Rock AR 72212
501.221.3909

Some comments on
CAP I-30 project (CA0602)

-- I support the 10-lane design with the C/D lanes between LR & NLR.

-- The ROW through both LR and NLR would be little changed from what is in use now and almost all the E/W streets remain. Therefore, there will be little impact on the 'neighborhoods' on either side of the highway.

-- There seems to be concern about increased traffic through downtown(s). I often take either the Broadway or Main Street bridges rather than get onto I-30 to get between LR and NLR. That puts me on downtown streets, increasing the traffic level. If I could easily get between the two sides of the river utilizing the outer lanes of the 10-lane design, I'd take the freeway and not add to downtown traffic.

-- The 2nd/4th Streets option will add considerable traffic through downtown. The answer to the LaHarpe problem may be a pedestrian overpass over the La Harpe side of the Markham/Clinton/Cumberland/La Harpe intersection (running east/west on the north side of the intersection) - with signs and even a railing to prohibit pedestrian traffic at the surface level. It would involve a creative ramp design to meet ADA -- but should be a doable option.

-- The sooner the better (after completion of the Broadway Bridge construction) - and the faster the better

Thanks
Mark

****
Mark Barnhard KD5AIV
Little Rock Arkansas USA

home email: mbarnhard@aristotle.net
or kd5aiv@arrl.net

To fail to learn - is to learn to fail.
Interoperablity is a command mind-set – not just $$$$ spent on hardware.

Connecting Arkansas Program

From: Susan Chambers <chamberssusan@sbcglobal.net>
Sent: Monday, November 16, 2015 2:10 PM
To: board@littlerock.org; info@30crossing.com
Subject: Against I30 crossing

I am against the I30 Crossing proposal.
1. It is a regressive proposal that will will impact the River Market area and the economic stimulation it has created including housing, tourists and conventions.
2. The proposal does not take into account technological innovations in cars in the near future.
3. The price of gas is at an all-time low and will go up which will lower the amount of cars on the road.
4. There is no plan for public transit included in the proposal like bus lanes, space for rapid transit rails.
5. I-440 should be turned into I-30 and route traffic around rather than through the city as interstates were originally intended.
6. A Chester street bridge would help with mobility between the cities. Chester could connect wth I-30 south of the city.
7. The present bridge needs to be replaced with the addition of a shoulder for emergencies. Now a breakdown or fender-bender stops the traffic.
8. The highway north of the bridge from exit 141 to exit 142 needs to be level. The current dips and hills impedes a constant speed for drivers leading to fender-benders.
9. Warning signs about distracted driving (cell phones and texting) are needed to remind the drivers of this safety hazard. Increased wrecks are probably due to cell phone usage.
10. Roosevelt Road needs to be better utilized with a better interchange and a turn lane where needed. It is narrow and unsafe now which decreases the traffic it can handle.

Sincerely,

Susan Chambers
2319 S. Arch Little Rock, AR 72206

Sent from Yahoo Mail for iPad

Connecting Arkansas Program

From: Rebecca Engstrom <rebeccahauswerk@yahoo.com>
Sent: Monday, November 16, 2015 3:25 PM
To: mstodola@littlerock.org; board@littlerock.org; info@connectingArkansasProgram.com; info@30crossing.com
Subject: Top 10 Metro Highway Removal Projects - Urban Land Magazine

Mayor Stodola and Directors:

I've attached an article from Urbanland I hope you will read. It reports on cities across our country that are removing freeways to create land for new development and green spaces. These cities, San Francisco, Portland, Milwaukee, New Orleans, even Dallas, and many more, claim they are trying to undo past planning mistakes made when highways were allowed to carve up neighborhoods and urban centers. Research and history has shown us that neighborhoods and city centers decline when freeways push through. Are we really going to ignore these lessons already learned?

As for the 2nd Street expansion and thruway, this is another version of Alaska's "bridge to nowhere". We will have the "thruway to nowhere", it will just end at Chester Street, to what purpose?? It is not needed at all and will only do tremendous damage to our River Market and 2nd Street. I often drive through the 2nd St. ramp end to get onto Cantrell; I have never seen a traffic jam there. I drove through it this morning at 7:30 AM rush hour, no traffic was piled up at any approaching direction. There were only 5 cars stopped at the light coming off the exit ramp waiting. There already exists 3 bridges that exit into downtown Little Rock and one exists directly onto LaHarpe; as well as exits at 2nd, 6th, 9th Streets and a ramp to get onto 630 that exits to Main, Broadway, Chester, and MLK. The only time there is a traffic jam getting into downtown is for special events like Riverfest or concerts, and that event traffic will happen no matter how many roads you build.

The only traffic jam that happens daily is afternoon traffic trying to exit 630 to go north on I-30, this could be resolved by a 2 or 3 lane exit ramp. 630, itself, seems to move traffic well and does not need to be widened. However, creating a HOV lane will help by promoting carpooling.

It is the responsibility of the city leaders to protect our community and interests of citizens that live and pay taxes in Little Rock, not to carve up our city simply for the interests of commuters who don't live and pay taxes in Little Rock.
Director Kumpuris has put his heart and energy into helping build the River Market and he said at the last meeting, it would break his heart if the expansion came through and destroyed the progress made to revive downtown Little Rock. History shows us that is exactly what will happen. I don't believe the River Market will even survive the years of construction required if the proposed 2nd Street expansion and thruway becomes a reality.

At the last meeting, a highway department representative spoke of changes to move truck traffic down 4th Street. He clearly is not familiar with 4th Street. Downtown renewal has created a dense residential neighborhood along 4th St, 3 rd St, and 5 Street. This is a pedestrian neighborhood and

is NOT the place to be routing truck traffic. Please protect our river market neighborhood that expands over to the Art Center and McArthur park. The trucks belong on 630 and I-30.

I've heard it said that the highway dept. can do what they want, and the city has no power to stop them. Surely, that's not true, We are counting on our Little Rock Board of Directors and our Mayor to put community first! Let's look to the future with vision toward greener solutions instead of old science.

I hope you will read the attached article.

Thank you,
Rebecca Engstrom

http://urbanland.uli.org/development-business/top-10-metro-highway-removal-projects/

Top 10 Metro Highway Removal Projects

At one time, highway teardown projects in urban U.S. cities were rare, with about one occurring each decade. In the 1970s, Portland closed Harbor Drive. In the 1990s, San Francisco tore down the Embarcadero Freeway. And in the 2000s, Milwaukee removed the Park East Freeway spur. But this decade, freeway removal projects are gaining popularity and momentum, with three demolitions already underway and another dozen projects on the drawing board.

The current surge in projects—concentrated in the Northeast but ranging as far south as New Orleans and as far west as Seattle—is occurring because more and more cities face decisions about what to do with crumbling infrastructure. Some are choosing to replace freeway sections with attractive boulevards for two main reasons: to open up prime land for development, especially in downtowns; and to undo planning mistakes from the past, when highways were allowed to carve up neighborhoods and urban centers.

These types of urban renewal projects gained new credibility when the U.S. Department of Transportation awarded Transportation Investment Generating Economic Recovery (TIGER) grants to three highway teardown projects—in New Orleans, New York City, and New Haven, Connecticut.

The implications for ULI members are that these projects are growing in popularity across the country and are viewed as development catalysts. In Providence, Rhode Island, for instance, city and state leaders say the 40 acres freed up by the recent demolition of Route 195 constitutes the best economic development opportunity in the state. New Orleans's potential teardown of the Claiborne Corridor would open up 11 acres to new development, and in New York City, community organizations believe that razing the Sheridan Expressway would free up land for much-needed new housing and parks.

This top ten list, compiled for *Urban Land*, ranks highway removal projects by *progress made toward* teardown and replacement. However, several more cities—from Buffalo to Dallas and from Louisville to Vancouver—are talking about undertaking similar projects.

Top Ten Current Highway Removal Projects in the United States			
Rank	City	Roadway	Project Status
1	Providence, Rhode Island	Route 195	A highway section south of downtown was relocated, and demolition of the old section is being completed. A commission has been formed to oversee development opportunities on the freed-up land.
2	Baltimore	U.S. 40 segment known as the Highway to Nowhere	Demolition of a one-mile section of ramps and retaining walls began last year. The cleared land will accommodate new transit parking and other amenities, as well as residential development.
3	Oklahoma City	I-40 Crosstown Expressway	Construction of a [illegible] route in downtown is ongoing, when finished in [illegible] next year, the current elevated highway through downtown will be replaced by a surface boulevard.
4	Cleveland	West Shoreway	The project to convert 2.5 miles of downtown freeway into a boulevard is being engineered and has federal money set aside for it, but the projected costs rising, prompting discussion of modifications.
5	Seattle	Alaskan Way Viaduct	Seattle residents vote in August to go ahead with a tunnel to replace the viaduct damaged in a 2001 earthquake. The entire project cost is estimated at $3.1 billion.
6	Trenton, New Jersey	Route 29	A recently completed study of the highway's configuration concluded in 2009 recommends that the preferred option is converting it into a boulevard. The state has begun efforts to raise money for the project.
7	New Haven, Connecticut	Downtown Crossing/ Route 34	The city has received a $15 million federal grant for the $37 million project to convert a one-mile section of downtown highway into two boulevards.
8	Hartford, Connecticut	I-84 Adna Viaduct	Last year, the regional council of governments released the latest local study suggesting that the best alternative is to turn the obsolete, one-mile-elevated section downtown into a surface-level boulevard.
9	New Orleans	Claiborne Corridor	Community organizations have called for removal of the highway stub to reconnect neighborhoods. With the help of a federal grant, the city is studying transportation options.
10	New York City	Sheridan Expressway	Citizens groups have been calling for removal of the roadway for years. Using a federal grant, the city is studying transportation alternatives and neighborhood impacts.

Sources: U.S. Department of Transportation, Congress for the New Urbanism, news reports

For additional reporting on this topic, see "Tear Down That Freeway!"

Connecting Arkansas Program

From: JOHNSON, JOSHUA <JJOHNSON2@uams.edu>
Sent: Monday, November 16, 2015 4:14 PM
To: info@30crossing.com
Subject: I-30

I have lived in LR for over 8 years now, and grew up an hour away and came to the city often growing up. I love our city, and have even worked as a paramedic for over 5 years for MEMS, and have probably traversed the roads in and around the city much more than the usual citizen. I have also lived downtown before moving to Leawood, and I love all parts of our city, and especially the revived downtown. Please reconsider this atrocious design to help improve the community, not make it a few minutes faster for white flight commuter townies to get in and out of OUR wonderful city. Look what I-630 did to further divide and segregate our city, please do not make the mistake again.

Joshua Johnson

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Connecting Arkansas Program

From: jllrhistory@hotmail.com
Sent: Tuesday, November 17, 2015 9:43 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Betsey Mowery -jllrhistory@hotmail.com

Hi there, Context: I live and work in Little Rock, and have been a resident since we moved here in 1972 when my dad was hired by Gov Bumpers. I've watched the I-30 developments with great interest, especially since we live right by Hwy 10/I-430 and because the Big Rock project went so smoothly. I attended the presentation to the City of Little Rock Board of Directors, but was unable to attend last night's public meeting. Comments: Thank you for everything you are doing to make this critical project be one that can be embraced by our city and citizens. I was very impressed by the demeanor, tone of voice, and words used by both AHTD Director Scott Bennett and Garver's Jerry Holder. Really, I was! They both seemed calm, engaged, interested (in opposing views, no matter what was said), but - most important - they seemed to be open-minded. They didn't seem irritated or defensive. Many of the people who spoke that night clearly had prepared remarks beforehand because their statements refuted ones made during the presentation. The comments in today's Democrat-Gazette back up my interpretation of Mr Bennett and Mr Holder in the previous meeting: the engineers and project staff with the AHTD and Garver ARE open-minded! They heard the concerns and are actively seeking another alternative I'm so relieved to know urban planners will supplement the talented team in this part of the planning process. The Board presentation made clear exactly how complex and multi-faceted this project is and will be. I'm confident that a solution that is less controversial (yet equally effective in resolving the very real issues) can be identified. Just wanted to offer my appreciation, kudos and encouragement. Can't wait to see what the expanded team comes up with next!

Connecting Arkansas Program

From: Mark Doramus <mdoramus@stephens.com>
Sent: Tuesday, November 17, 2015 10:02 AM
To: 'info@30crossing.com'
Subject: I30 Crosssing

Congratulations to the AHTD and Garver Engineers for designing an outstanding plan for our much needed and overdue improvements for the north/south corridor over the Arkansas River. I applaud their efforts in limiting disruption to our traffic patterns during construction by recommending the 6 + 4 lane plan, and providing a long term solution for ingress and egress to the interstate throughout the corridor. This is also the right plan for the employees of our downtown employers who continue to invest in downtown Little Rock. Downtown Little Rock is fortunate to have a stable and growing job market for many of our citizens and their families. The AHTD plan assures the best possible traffic patterns for continued growth of our downtown. I am also pleased to hear that the original 2nd and 4th street option of turning them into state highways has been discarded. I am strongly in favor of not changing La Harpe or Cumberland access and egress from the existing condition. La Harpe should remain as the main 4 lane east/west state highway although I am looking forward to possible solutions to include a flyover at the Markham and La Harpe intersection. Thank you once again for your thoughtful plans.

Sincerely,

Mark Doramus
9 West Palisades
Little Rock, Arkansas 72207

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Connecting Arkansas Program

From: wdobbins43@gmail.com
Sent: Tuesday, November 17, 2015 10:47 AM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: William Dobbins -wdobbins43@gmail.com

I have been unable to attend the meetings seeking comments from the public in regards to the proposed expansion of the I-30 interchange. I would like to register my thoughts as a lifelong citizen of Little Rock. Our City has made great strides in the development of its downtown. Where once boarded up storefronts blighted our avenues, a vibrant community exists with retail establishments, eateries and young professionals who desire a life downtown. It's an environment where people work, play and improve their health through running,walking and cycling. From this urban community centered on the Rivermarket, there is a move underway to create an arts district on South Main and a push to grow the neighborhood east of the Clinton Library. The sum total of this activity is economic growth and job opportunities for Arkansans. Expanding the I-30 nexus through downtown will stifle that growth and create yet more barriers dividing the many communities that comprise Little Rock. The open parkland around the Clinton library will be shaded by overpasses. Bike and pedestrian access will be restricted. I believe there are more creative and innovative ways to explore transit through the city. We all know what a nightmare Dallas or Los Angeles can be at rush hour or if there is a significant traffic accident. Please consider other alternatives. Thank you for reviewing my correspondence.

Connecting Arkansas Program

From: Jay Jennings <jayjenni@aol.com>
Sent: Tuesday, November 17, 2015 12:09 PM
To: info@30Crossing.com
Subject: Comments on 30 Crossing Project

To the Arkansas Highway and Transportation Department:

As a native of Little Rock and a returning resident of the city for the past eight years, I am writing to express my concern with the proposal to expand the I-30 corridor through Little Rock and North Little Rock to eight or ten lanes.

I hope that those who have a final say in the project will listen to the large number of civic groups and individuals who worry that the project will both disrupt the burgeoning development of downtown Little Rock and not serve the general good of the community. As a constituent, voter and taxpayer, as a downtown churchgoer, employee, entertainment consumer and volunteer, I ask that you again open the process to further study, one that will consider options including changing transportation technology and other forms of public transportation than automobiles. I was encouraged, at the AHTD town hall at the Clinton Library, to hear that you will be working with StudioMain and the transportation firm HNTB on the project. The HNTB website contains some convincing arguments for including rapid bus transit and light rail into a city's and region's infrastructure. I hope that part of their charge in working with you will be to explore those possibilities for Little Rock.

I don't doubt the goodwill – and engineering skill – of those who have spent their time studying the problem, after learning of the safety issues with the I-30 bridge over the Arkansas River. We need safe roads and waterways. My opposition to a widening of I-30 is for two major reasons: one, it will not effectively solve the problem of congestion, and two, it does not take into account the future needs and desires of the community as a whole, for both those who live in the city and those outside it.

First, the widely reported (in Wired magazine and elsewhere) and increasingly accepted concept of "induced demand," which states that traffic will increase to fill the space of bigger roads, does not seem to have been acknowledged or even considered. The Garver engineer whom I spoke with at the public meeting in North Little Rock last month looked at me blankly when I mentioned it. Mr. Holder's mention of it at the town hall demonstrated an lack of understanding of the phenomenon; nobody disputes the need to rectify the problems in the Hanger Hill neighborhood, but that's not an issue of induced demand. Now, California's Department of Transportation (Caltrans) admits in a recent brief, titled "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion," that the concept is likely valid (http://www.citylab.com/commute/2015/11/californias-dot-admits-that-more-roads-mean-more-traffic/415245/?utm_source=SFFB). Spending $600 million on an expansion that will not do what it aims to do is foolishness.

Moreover, perhaps no other engineering field is changing as rapidly or as dramatically as transportation. The 30 Crossing design is said to be built for Little Rock's traffic needs in 2041 but does not seem to be anticipating the changes that are just on the horizon with driverless cars, GPS routing, ride sharing and other technological advances. As just one example, from the mouths of engineers themselves, the Institute of Electrical and Electronics Engineers says, that autonomous vehicles "will account for up to 75 percent of cars on the road by the year 2040." Also, as reported by a New York Times writer on the subject, "Gridlock could become extinct as cars steer themselves along a cooperatively evolving lacework of alternative routes, like information traversing the Internet. With competing robot cars just a smartphone tap away, the need for street parking could evaporate, freeing up as much as a third of the entire surface area of some major American cities. And as distracted drivers are replaced by unblinking machines, roads could become safer for everyone."

While some may find this future hard to fathom, those who saw Charles Lindbergh parade through the streets of Little Rock in 1927 on a tour after his historic flight across the Atlantic (my then six-year-old father saw him, for instance) might have had a hard time conceiving of jets traversing the country just twenty-five years later. The ten-lane I-30 seems designed in and for the past century, not the current one.

In short, we need a Jetsons future, not a Flintstones one.

Finally, and perhaps most important, others have mentioned the number of cities (Portland, Chattanooga and Milwaukee, to name a few) that are tearing down urban freeways. I lived in New Haven, Connecticut, in the 1990s and saw the barrier that the city's Oak Street Connector (a spur off I-95) created. Designed in the 1950s to speed commuters from the suburbs into the middle of town, the highway is now seen as a mistake. It "severed the Hill neighborhood from the heart of downtown and hastened the Hill's decline," as the New York Times reports, "because nobody wanted to walk across a wide, busy highway to get to the neighborhood, according to city leaders, business owners and residents." New Haven's political, civic and business leaders have supported plans to reduce the road's exits, sink parts of the highway and build on top, restoring the city's original grid and creating walkable, bikeable, commercially viable spaces.

When I moved back to Little Rock from New York in 2007 to write my book about my hometown, Carry the Rock: Race, Football, and the Soul of an American City, I studied – and wrote about – the damage to the fabric of the city wrought by I-630, a subject explored in depth by Dr. Jay Barth of Hendrix. Now, another massive and massively expensive highway project threatens to close off one part of the city from another, create construction chaos in a growing downtown and ignore other transportation alternatives.

As Skip Rutherford said in his TED talk this year, cities are defined by the choices they make, and this project provides Little Rock (and the state of Arkansas) with the opportunity to make the right one that will set our course for decades. There are a slew of imaginative designs that planners and ordinary citizens have envisioned since the AHTD's 30 Crossing project became known to the wider public, and I would encourage you to look for more options than the ones we've been presented with: those that will take into account not only our needs as we sit alone in our cars but those that will knit the fabric of the community together as we share streets, workplaces, music, meals and parks.

My grandfather moved to Little Rock from West Helena in 1925 to start an auto dealership downtown, Jennings Motors, and he and my father kept it there, at 3rd and Gaines, for almost half a century, until 1969, when larger dealerships on the outskirts of Little Rock ate away at business – just as malls, megastores and distant developments did with other downtown entities. In my youth, we'd meet him there on his working Saturdays to go to Franke's, Cohn's, Sterling's or the movies. My family loved cars – and highways – but we also loved the vibrant street life of downtown. Now that it's returning, let's try to avoid making it disappear again.

Sincerely,
Jay Jennings

Senior Editor, Oxford American magazine
Former chair, Arkansas Literary Festival Author, Carry the Rock: Race, Football and the Soul of an American City
Parishoner and vestry member, Christ Episcopal Church

To clarify: I'm speaking only for myself on this issue. The affiliations at the end are meant only to show my connections and involvement with downtown Little Rock.

Connecting Arkansas Program

From: jameshenry88 . <james.henry90@gmail.com>
Sent: Tuesday, November 17, 2015 4:03 PM
To: info@30Crossing.com
Subject: Public Comment - Good Ideas!
Attachments: (686981173) (686941833) CA0602_PM_CitizenCommentForm_PM5_December6 (1) (1).pdf

Dear AHTD,

I have attached my comment form. I appreciate your consideration! I think I proposed a couple ideas that no one else has - not even your engineers - and it would behoove you to take a look.

Thank you very much,

James Henry
UAMS College of Medicine Class of 2019

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40) PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : James Henry

Address: 2224 S. Summit St.

Phone: (501) 351 -- 5071

Little Rock, AR 72202

E-mail: james.henry90@gmail.com

Comments:

I have two ideas regarding the I-30 expansion – One for reworking the controversial 2nd st./Cantrell/LaHarpe interchange and the other for partnering with Rock Region Metro on an improved public transit plan to incorporate into the project.

1. Reworking of the 2nd St./Cantrell/LaHarpe exit:

Could the large east-west facing bridge on-ramp that crosses over River Market Ave. between the Main Library and be eliminated in favor of more discreet on-ramps that parallel I30, as exist at the other exits? As I sit on the 5th floor of the Main library, I keep thinking about how the current area occupied by the interchange would have major potential to be redeveloped as a park or commercial area or both. It lies between President Clinton Ave. and 3rd. St., two of the most popular streets for pedestrians, small businesses, and nightlife.

This idea would require the extension of 2nd St. to the new parallel on-ramps after the east-west facing bridge was torn down. Only 1 extra traffic light would need to be added at the intersection of 2nd St. and River Market Ave. Yes, this would direct All of the traffic coming from Cantrell through a fairly busy pedestrian area, but it would also open up a lot of space that could be redeveloped to help maintain the urban-feel and integrity of the neighborhood instead of feeling like an area criss-crossed and divided by big roads. Drivers would only have to suffer through 1 extra traffic light to reach the interstate.

Talking, flashing pedestrian cross signals could be added along with clear markings and lots of paint to help make the area more safe for pedestrians. I am sure there are roads in Dallas, New York, Washington, DC, etc. that carry much more vehicle traffic than LaHarpe/Cantrell Rd. while crossing through busy pedestrian areas. However, I believe the large east-west facing bridge is a vestige of 1960's road design and serves no real purpose, since all of the traffic flowing through it still intersects with pedestrian crosswalks at President Clinton Ave. and 2nd/Cumberland St.

2. Working with Rock Region Metro to improve public transportation and incorporate it into the plan.

At the meeting with the ATHD and the Little Rock Board of Directors, you mentioned that 80% of the traffic flow on I30 exits or enters between Roosevelt Rd. and I40. If this is true, why do we need 3 lanes of through traffic? Perhaps one of these lanes (the innermost lane) could be devoted to a "Bus Metro" system that functions like a light rail. This is a much cheaper option than light rail that has been applied in some Latin American cities. Essentially, it still has stops like a light rail would; however, a bus travels in a dedicated lane instead of a railroad track. If you would like to see an example, see: http://www.hewlett.org/newsroom/news/breath-fresh-air-mexico-city

To make Central Arkansas a more attractive place for the new generation of Millennials, bolstering of the public transit system is key. An investment in something like this could make Central Arkansas an attractive place for businesses to locate and provide for the future when every person driving an individual car may become more expensive and less sustainable.

(Continued on back)

Comments (cont.):_____

Connecting Arkansas Program

From: Tom Hotard <pscb102@yahoo.com>
Sent: Tuesday, November 17, 2015 8:39 PM
To: info@30Crossing.com
Subject: 30 Crossing Project Comment

Hello,

I have looked at the .pdf file describing the different route alternatives.
My main concern is the downtown diagram.
I want to continue to access LaHarpe Blvd. the way it is currently done now.
I am NOT at all a fan of the "2nd & 4th Street" plan. There are too many stop lights to go through in getting to Cantrell Road.

Thank You

Tom Hotard

Connecting Arkansas Program

From: Dave Greene <dgreene@stephens.com>
Sent: Thursday, November 19, 2015 4:07 PM
To: 'info@30crossing.com'
Subject: I-30 proposal

I support the Highway Department's proposal to make the corridor a 6-lane project over the river and through the downtown area, with 2 collector/distributor lanes on each side. I believe this plan will assist in easing traffic flow and increase safety.

There is one aspect of the proposal that I **do not support**: - the closure of LaHarpe Boulevard at President Clinton Avenue.

David V. Greene
Managing Director
501-377-3492
501-517-4984c
dgreene@stephens.com

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Connecting Arkansas Program

From: Mike Harb <mharb@stephens.com>
Sent: Thursday, November 19, 2015 4:07 PM
To: 'info@30crossing.com'
Subject: I-30

To whom it may concern,

As a frequent user of 2nd street, I am opposed to the use of 2nd street as a feeder on to Hwy 10. Also I walk across 2nd street on a daily basis and the increased traffic will make the crossing that much more dangerous. This is a bad idea. Try again!

Michael Harb
Stephens Inc
(501) 377-2271

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Connecting Arkansas Program

From: Kyle Evans <kevans@stephens.com>
Sent: Thursday, November 19, 2015 4:16 PM
To: 'info@30crossing.com'
Subject: widening 2nd street and turning it into a thoroughfare is a bad idea

We have a lot of employees that need to get across that road every day to get to work, often while eStem is either starting or ending their school day. There are already police officers on foot moving traffic 2x a day, and this sounds like a very dangerous plan. I hope you'll consider this in your decision making. Thank you. Kyle Evans.

Kyle Evans
Office: 501-377-6376
Mobile: 501-258-6004
kevans@stephens.com

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Connecting Arkansas Program

From: Blake James <bjames@stephens.com>
Sent: Thursday, November 19, 2015 4:18 PM
To: 'info@30crossing.com'
Subject: 1-30/LaHarpe comments

I support the I-30 improvement project but OPPOSE the closure of LaHarpe Blvd.

Blake James
Stephens | Institutional Equity Sales
Managing Director | Producing Sales Mgr
111 Center St. | Little Rock, AR 72201
501.377.3759 (O) | 501.951.1112 (M)
IM: cblakejames

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Connecting Arkansas Program

From: David Prince <david.prince@stephens.com>
Sent: Thursday, November 19, 2015 4:18 PM
To: 'info@30crossing.com'
Subject: Comment on I-30 Crossing project

I support the I-30 Crossing project. I do not support the closure of LaHarpe Boulevard at President Clinton Avenue.
Thank you.

David C. Prince
General Counsel and Chief Compliance Officer
Stephens Investment Management Group, LLC
111 Center Street
Little Rock, Arkansas 72201
☎ (501) 377-2151
(501) 377-2677 (Fax)
David.Prince@Stephens.com

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Connecting Arkansas Program

From: Sawyer Dunigan <sawyer.dunigan@stephens.com>
Sent: Thursday, November 19, 2015 4:22 PM
To: 'info@30crossing.com'
Subject: I-30 crossing plan - please do not close LaHarpe blvd

To whom it may concern:

While I support the proposal for a project to expand and improve the lanes over the river and through the downtown area, I would be in opposition to closing LaHarpe Boulevard. I feel that those working in offices in the area, as well as the eStem school would not only have significant traffic issues downtown, but more importantly safety issues. Foot traffic is very heavy on those streets, and I feel that the increased congestion of car traffic could create some safety risk for the children of the school.

Thank you for considering this opinion.

Regards,

Sawyer Dunigan
Stephens Inc.

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Connecting Arkansas Program

From: Jessica Robinson <jessica.robinson@stephens.com>
Sent: Thursday, November 19, 2015 4:24 PM
To: 'info@30crossing.com'
Subject: I-30 Crossing

Connecting Arkansas Program,

I am enthusiastic about the I-30 Project and appreciate the opportunity for you to hear comments from the public. I wanted you to know that I am very concerned with the closure of LaHarpe Boulevard at President Clinton Avenue. As an employee of Stephens, Inc. who parks at the 2nd and Main Street Parking Deck, I am worried about my safety walking to work each day. Moreover, I fear for the safety of the children who attend the eStem School and the elderly who visit the Pulaski County Courthouse. They may not be as aware of their surroundings.

I wish you all the best with the project. Thank you for your consideration regarding this matter.

Jessica

Jessica Robinson
Wealth Management Associate
Stephens Inc. | Private Client Group
111 Center Street | Little Rock, AR 72201
Direct 501-377-8328 | Fax 501-377-2331
Jessica.Robinson@stephens.com | www.stephens.com

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Connecting Arkansas Program

From: Kevin Wilcox <kwilcox@stephens.com>
Sent: Thursday, November 19, 2015 4:27 PM
To: 'info@30crossing.com'
Subject: Comments

I do not support the closing of LaHarpe Blvd. I don't think it makes sense to re-route traffic through downtown streets where pedestrians are constantly trying to cross streets to go to work, school, the courthouse etc.

Kevin Wilcox

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Connecting Arkansas Program

From: Curtis Lassiter <curtis.lassiter@stephens.com>
Sent: Thursday, November 19, 2015 4:27 PM
To: 'info@30crossing.com'
Subject: I-30 Crossing Project - Oppose Closing LaHarpe and opening 2nd and 4th streets to 3 lanes

We feel that this would be a horrible idea for downtown. LaHarpe has limited access through State Street and would be much safer for pedestrians.

Thank you,

Curtis Lassiter, CPCU
Vice President

Stephens Insurance, LLC
111 Center Street, Suite 100
Little Rock, Arkansas 72201
(501) 377-2360 - Phone
(501) 210-4689 - Fax
(800) 643-9691 - Toll Free
Curtis.Lassiter@Stephens.com
Arkansas Insurance License #276699

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Connecting Arkansas Program

From: Denise Thompson <denise.thompson@stephens.com>
Sent: Thursday, November 19, 2015 4:29 PM
To: 'info@30crossing.com'
Subject: 30 Crossing - Please do not close LaHarpe Blvd.

Please do not close LaHarpe Blvd. The increased traffic flow adjacent to eStem School would be hazardous.

I support the 30 crossing project but would like to see you avoid closing LaHarpe and rerouting through downtown streets.

Sincerely,

Denise Thompson, AINS, AU,CIC / Assistant Vice President /
Account Manager – Risk Management Dept /
Stephens Insurance, LLC / P.O Box 3507 /
Little Rock, AR 72203-3507 / www.stephens.com
Ph: 501-377-2658 / Fx: 501-210-4622 / denise.thompson@stephens.com

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Connecting Arkansas Program

From: Joe Mowery <jmowery@stephens.com>
Sent: Thursday, November 19, 2015 4:32 PM
To: 'info@30Crossing.com'
Subject: I - 30 Crossign suggestion

To whom it may concern:

First of all, I am opposed to closing LaHarpe as a part of the I- 30 crossing plan. Adding substantial fast moving traffic to 2nd and 4th streets is simply a bad idea, especially considering how well the LaHarpe/ Cantrell traffic flow works. For commuters, this change would be very inefficient. For those that walk from the Markham area over to various venues for lunch and business (and vice versa), this would make crossing those streets more time consuming and dangerous. The impact on the estem school could be horrific for example. And it would make walking up and down Main Street more difficult. Do we really want to do that after so much improvement to that historic street?

MY IDEA:

If you want to make it easier for people to walk from the hotels into the River Market area, just build a really cool looking and nice walkover bridge from the Chamber of Commerce Area over LaHarpe. Frankly, I walk to the River Market for lunch quite a bit as it is, and crossing LaHarpe is not that big of a deal to me. But if you want it to be safer and easier, then my idea for a bridge (or even a tunnel like those used for the Razorback Greenway in NWA) is a better idea than ruining the 2nd and 4th street corridors.

Thanks,
Joe Mowery
3715 Doral
Little Rock AR 72212

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Connecting Arkansas Program

From: Matt Deuschle <mattbdeuschle@gmail.com>
Sent: Thursday, November 19, 2015 4:56 PM
To: info@30crossing.com
Subject: Bad idea

I would like to submit that I VEHEMENTLY OPPOSE the closure of LaHarpe within the overall proposal. That is ludicrous and lacking a foundation of mental stability to even consider.

Sincerely,
Matt Deuschle

Connecting Arkansas Program

From: Kevin Ryan <kevin.ryan@stephens.com>
Sent: Thursday, November 19, 2015 7:27 PM
To: 'info@30crossing.com'
Subject: Closure of LaHarpe Boulevard at President Clinton Avenue

Dear Sir or Madam,

I understand you have a project involving the replacement of the I-30 bridge over the Arkansas River. While I support the merits of the project, I do not support the of closure LaHarpe Boulevard at President Clinton Avenue. I would very much appreciate you going about this project in a different manner then closing down LaHarpe.

Kind regards,

Kevin Ryan

Kevin Ryan
Stephens Inc. | Investment Banking
Office: 501.377.8218
Cell: 615.389.3552
kevin.ryan@stephens.com

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CA0602

KELI WYLIE
JERRY HOLDER

Arkansas ~~State~~ Highway and Transportation Department
ROUTE SLIP

DATE 11-19-15 ATTENTION Jerry Holder

FROM

☐ Handle ☐ Contact Me ☐ Your Info ☐ Sign & Return
☐ Approve ☐ Comments ☐ Per Request ☐ Prepare Answer

TO		FROM ✓
	DIRECTOR – SCOTT BENNETT	
	DEPUTY DIRECTOR AND CHIEF OPERATING OFFICER – LORIE TUDOR	
	DEPUTY DIRECTOR AND CHIEF ENGINEER – EMANUEL BANKS	
	ASSISTANT CHIEF-ADMINISTRATION – RANDY ORT	
	ASSISTANT CHIEF ENGINEER-DESIGN – MIKE FUGETT	
	ASSISTANT CHIEF ENGINEER-OPERATIONS – TONY SULLIVAN	
	ASSISTANT CHIEF ENGINEER-PLANNING – KEVIN THORNTON	
	BRIDGE ☐ BRIDGE RATING	
	COMMISSION SECRETARY	
	COMPUTER SERVICES	
	CONNECTING ARKANSAS PROGRAM (CAP)	
	CONSTRUCTION ☐ MASTER FILES	
	CONSULTANT CONTRACTS	
	EEO/DBE	
	ENVIRONMENTAL	
	EQUIPMENT & PROCUREMENT	
	FISCAL SERVICES ☐ INSURANCE	
	HIGHWAY POLICE ☐ PERMITS	
	HUMAN RESOURCES ☐ MAIL ROOM ☐ TRAINING & SAFETY	
	INTERNAL AUDIT	
	LEGAL ☐ CHIEF COUNSEL	
	MAINTENANCE ☐ FACILITIES MANAGEMENT	
	MATERIALS	
	PROGRAM MANAGEMENT	
	PUBLIC INFORMATION ☐ REPROGRAPHICS	
	RIGHT OF WAY ☐ APPRAISAL	
	ROADWAY DESIGN	
	STATE AID	
	SURVEYS	
	SYSTEM INFORMATION & RESEARCH	
	TRANSPORTATION PLANNING & POLICY	
	DISTRICT NO. AT	
	FHWA	

REMARKS:

Revised 03/23/2015

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The HNA strongly believes this proposed traffic repositioning should be quickly rejected by the city, county, the Arkansas Highway and Transportation Department and other involved parties. Having more than one major west bound traffic option off 1-30 downtown will always be a better choice.

HNA President
Norman Hodges
664-6033

CA0602,
KELI WYLIE
JERRY HOLDER

Heights Neighborhood Association

The Height's Neighborhood Association **strongly opposes the closure of any part of Cumberland Street and LaHarpe Blvd.** in downtown Little Rock. The HNA finds it unacceptable that the over 6,700 additional vehicles a day (which currently use LaHarpe Blvd.) would be forced onto Second St. when exiting 1-30. Second St. is lined with the Historic Arkansas Museum, a large school, a hotel, a high rise office building, some trolley tracks, other offices and several large governmental buildings, without even mentioning what is on adjacent streets. An increase in Second St. traffic from some 3,800 vehicles a day currently to over 10,000 vehicles a day (not to mention the fact that the current proposal for the street removes the already very limited parking located there and that it is a street that has many more traffic lights, stop signs and cross traffic than does LaHarpe Blvd.) and having the street be the sole major way to exit downtown Little Rock is simply poor public policy. This proposed closure of vital transportation infrastructure does not in any way serve the needs of the public or the downtown community. Additionally LaHarpe Blvd., with its entrance and exit ramps at the Broadway Bridge, keeps meaningful levels of vehicular traffic off otherwise already crowded downtown Little Rock streets.

The HNA strongly believes this proposed traffic repositioning should be quickly rejected by the city, county, the Arkansas Highway and Transportation Department and other involved parties. Having more than one major west bound traffic option off 1-30 downtown will always be a better choice.

HNA President
Norman Hodges
664-6033

Connecting Arkansas Program

From: Jason Hale <jason.hale@stephens.com>
Sent: Friday, November 20, 2015 8:19 AM
To: 'info@30crossing.com'
Subject: my opinion

I, Jason Lee Hale, do not support either of your plans for modifications of the I-30 River bridge through downtown Little Rock. The additional lanes would wipe out what has brought an economic boom to Little Rock and Pulaski County, the historic River Market District and the William J. Clinton Presidential Library and Park! This is unthinkable! Neither do I support your idea to close La Harp Blvd at Clinton Ave and re-route traffic through the heart of downtown. Who exactly are you trying to help here, the people who live in the midtown area or West Little Rock? We've already carved out a huge scar across Little Rock for that reason! It's called 630, or The Wilbur Mills Freeway! Leave downtown alone!

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Connecting Arkansas Program

From: Chad Crank <ccrank@stephens.com>
Sent: Friday, November 20, 2015 9:11 AM
To: 'info@30crossing.com'
Subject: Input on I-30 Crossing Project

I would like to strongly express my thoughts on the I-30 Bridge project as someone who works downtown:

1. I support the Highway Department's proposal to make the corridor a 6-lane project over the river and through the downtown area, with 2 collector/distributor lanes on each side.

2. However, I strongly oppose the closure of LaHarpe Boulevard at President Clinton Avenue. This plan as written would appear to create a complete mess of the traffic downtown and hurt our already struggling businesses.

I am happy to discuss my concerns directly with you or anyone else.

Chad

Chad Crank
Managing Director
Stephens
501-377-8134 (o)
501-952-2845 (c)

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Connecting Arkansas Program

From: Doug Lowe <doug.lowe@stephens.com>
Sent: Friday, November 20, 2015 9:57 AM
To: 'info@30crossing.com'
Subject: I30 Crossing Project

To whom it may concern:

This is just a little note to give you my wishes concerning this project. I work in the downtown area close to the eStem school. I see these precious children every week-day. I am especially concerned when the children are going to and from vehicles in the mornings and afternoon. I strongly recommend that you keep LaHarpe open so there is no more traffic around that school.

Thanks in advance for your cooperation in keeping our children safe.

F. Douglas Lowe
83 Quercus Circle
Little Rock, AR 72223

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Connecting Arkansas Program

From: Noel Strauss <nstrauss@stephens.com>
Sent: Friday, November 20, 2015 11:06 AM
To: 'info@30crossing.com'
Subject: Comment from a concerned citizen
Attachments: Citizen Comment Form .pdf

Please find attached comments on the proposed I-30 corridor project.

Thank you for your consideration.

Noel M. Strauss
Managing Director
Stephens Capital Partners LLC
(501) 377-2591 (ph)
(501) 377-3483 (fax)
nstrauss@stephens.com

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Noel Strauss

Address: 37 Edgehill Rd.
Little Rock, AR 72207

Phone: (501) 529 -- 2591

E-mail: nstrauss@stephens.com

Comments: My wife and I both ~~have~~ worked in downtown for over 20 years, I at Stephens Inc. and she at KATV (Joan Early). In addition, we both utilize the I-30 corridor to go to the airport as well as locations North of the river. We are supportive of the expansion efforts to increase the lanes of I-30 in this area.

(Continued on back)

Comments (cont.):

We STRONGLY are against the idea of routing traffic via 2nd and 4th Street for ingress and egress to I-30. The amount of traffic that would be shifted away from Cantrell/Lattaro (2 lights to access I-30) to these interior routes (many more intersections and traffic lights) would raise the commute time significantly, increase the risk for car on car or car on pedestrian accidents, and potentially exacerbate traffic snarls at peak hours. With the array of one way streets, many commuters who need access to I-30 but unused to driving downtown would also likely increase accidents. In addition, there is a large school on this corridor that would put children at risk from this increased traffic.

Although pedestrian traffic in the river market area has increased, the peak usage times (late weekend evening, weekend days) don't seem to overlap with the peak traffic use on Lattaro. The trolley system provides access to the river market area from the downtown hotels (Marriott, Doubletree, Capital), so visitors have a way to reach the area without walking. In addition there are traffic lights and crosswalks at the intersection that should prevent accidents, assuming everyone abides by the rules. If there is heightened concern, flashing crosswalk lights could be added for nighttime visibility.

To reiterate, we STRONGLY OPPOSE closing the ingress/egress from Lattaro to I-30. Asking the majority of our residents to be inconvenienced and put at heightened risk to satisfy the aesthetic requests of a few river market landowners and developers seems entirely unjustified.

Thank you
Noel Strauss

Connecting Arkansas Program

From: Larry Bowden <lbowden@stephens.com>
Sent: Friday, November 20, 2015 11:24 AM
To: 'info@30crossing.com'
Subject: FW:

Nearly 500 of the almost 1,000 employees at Stephens live outside of Little Rock and travel to work through the I-30 corridor every day. Many more of Stephens local residents utilize it on a routine basis.

I support the Highway Department's proposal to make the corridor a 6-lane project over the river and through the downtown area, with 2 collector/distributor lanes on each side. I believe this plan will assist in easing traffic flow and increase safety.

I **do not support**: - the closure of LaHarpe Boulevard at President Clinton Avenue. All east-west traffic would be re-routed through downtown by way of 2nd and 4th Streets. All west-bound traffic coming off the freeway would come down 2nd Street, then turn right on State Street before continuing west on LaHarpe. Parking would be removed and the traffic flow would be increased from 2 to 3 lanes. All east- bound traffic on LaHarpe would turn right on Chester, then left on 4th Street to access the freeway. I **think this is a bad idea.** Basically, it transforms two downtown streets into major traffic thoroughfares. I am concerned about the increased traffic flow on these two city streets, as well the safety of Stephens employees who cross 2nd Street on a daily basis to access parking. The safety of the students at the eStem School and persons visiting the Pulaski County Courthouse is also a major point of concern.

Thank you,

Larry Bowden

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Connecting Arkansas Program

From: Frank Thomas <frank.thomas@stephens.com>
Sent: Friday, November 20, 2015 1:36 PM
To: 'info@30crossing.com'
Subject: 30 Crossing

I strongly support the Highway Department's proposal for the I-30 Corridor……6 lanes for through traffic, and 4 lanes to serve as collector/distributor lanes.

I **do not support closing of LaHarpe at President Clinton Avenue** and re-routing the east/west traffic along 2nd and 4th Streets. This component is a bad idea.

Frank Thomas
14601 Black Bear Drive
Little Rock, AR 72223

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Connecting Arkansas Program

From: Gray Standridge <gstandridge@stephens.com>
Sent: Friday, November 20, 2015 3:13 PM
To: 'info@30crossing.com'
Subject: do not support: - the closure of LaHarpe Boulevard at President Clinton Avenue

---

From: Gray Standridge
Sent: Friday, November 20, 2015 3:12 PM
To: 'info@30crossing.com.'
Subject: do not support: - the closure of LaHarpe Boulevard at President Clinton Avenue

All east-west traffic would be re-routed through downtown by way of 2nd and 4th Streets. All west-bound traffic coming off the freeway would come down 2nd Street, then turn right on State Street before continuing west on LaHarpe. Parking would be removed and the traffic flow would be increased from 2 to 3 lanes. All east-bound traffic on LaHarpe would turn right on Chester, then left on 4th Street to access the freeway. T**hink this is a bad idea.** Basically, it transforms two downtown streets into major traffic thoroughfares. I am concerned about the increased traffic flow on these two city streets, as well the safety of those who cross 2nd Street on a daily basis to access parking. The safety of the students at the eStem School and persons visiting the Pulaski County Courthouse is also a major point of concern.

Gray Standridge | Stephens |Sales Trading
111 Center Street Little Rock, AR 72201
Direct: (501)377-2078 | Trading (800)205-8605
IM: grayatstephens | Bloomberg: gstandridge1@bloomberg.net

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Connecting Arkansas Program

From: Susan Day <sc-sld@swbell.net>
Sent: Friday, November 20, 2015 4:18 PM
To: info@30crossing.com
Cc: Earl H. Clemmons; Kathy Webb; mayor@littlerock.org
Subject: I-30 Bridge

I am writing to request that the Highway department look into alternative and more creative ways to address the congestion on the I-30 bridge. I especially request that LaHarpe not be closed. The city of Little Rock has worked hard to revitalize the downtown area. I believe that the current plans would increase hazardous traffic, increase congestion downtown, increase the traffic noise for the people moving into apartments and condominiums. Please reevaluate this plan, and keep downtown growing in a safe manner with greater consideration as to the impact on the future of downtown with regard to any changes to the I-30 bridge.

Sincerely,
Susan L. Day
1006 N. Monroe St.
Little Rock, AR 72205
501-664-3034

Connecting Arkansas Program

From: tomhlass@kw.com
Sent: Sunday, November 22, 2015 1:01 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: Tommy Hlass -tomhlass@kw.com

I have recently relocated here from Atlanta, GA and have seen the highway system expand there , with many lanes added. My observation after commuting for years , is that adding extra lanes to an expressway does not speed up traffic. Extra lanes cause bottle necks where one needs to merge and during non peek hours, people tend to drive too fast thinking they are race car drivers. I am living downtown North Little Rock and see the bridge at rush hour daily and see no need to expand the bridge. For safety reasons the interchange at Broadway could be re designed. This intersection is where I see all the wrecks. It is dangerous as one merges on to I 30. Kind regards Tommy Hlass

Connecting Arkansas Program

From: Abe Bogoslavsky <abe@bogolaw.com>
Sent: Monday, November 23, 2015 11:02 AM
To: info@30crossing.com
Subject: 10 lane expansion project

I spoke at the last public meeting, but just wanted to write and once again thank the Highway department, as well as the consultants, for their work on this project.
I like, and am in favor of, the 6 lanes plus the 4 dedicated access/exit lanes. For ease of congestion as well as safety that seems to be the best approach.

Abe Bogoslavsky

Sent from my wireless device. Please excuse any typos.

Connecting Arkansas Program

From: Mica Grimmett <mica.grimmett@stephens.com>
Sent: Monday, November 23, 2015 12:56 PM
To: 'info@30crossing.com'
Subject: I-30 Project

I am an employee of Stephens, Inc. and **do not support**: - the closure of LaHarpe Boulevard at President Clinton Avenue. All east-west traffic would be re-routed through downtown by way of 2nd and 4th Streets. All west-bound traffic coming off the freeway would come down 2nd Street, then turn right on State Street before continuing west on LaHarpe. Parking would be removed and the traffic flow would be increased from 2 to 3 lanes. All east- bound traffic on LaHarpe would turn right on Chester, then left on 4th Street to access the freeway. Basically, it transforms two downtown streets into major traffic thoroughfares. We are concerned about the increased traffic flow on these two city streets, as well the safety of employees who cross 2nd Street on a daily basis to access parking. The safety of the students at the eStem School and persons visiting the Pulaski County Courthouse is also a major point of concern.

Mica R. Grimmett, CIC, CISR, CPIW
Vice President
Property / Casualty Servicing Manager
Stephens Insurance, LLC
111 Center Street, Suite 100
Little Rock, AR 72201

501-377-8455 Direct
501-377-2300 Phone
501-537-6094 Fax
Mica.grimmett@stephens.com

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Connecting Arkansas Program

From: Dennis Hunt <dhunt@stephens.com>
Sent: Monday, November 23, 2015 4:08 PM
To: 'info@30crossing.com'
Subject: I 30 Bridge Improvements

AHTD:

In order to relieve traffic congestion and improve safety, I support replacing the I-30 bridge over the Arkansas River with a structure designed to meet the present and future traffic demands for the facility.

I appreciate the opportunity to comment on this project.

Dennis Hunt

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Connecting Arkansas Program

From: Patrick Stair <stair@aristotle.net>
Sent: Monday, November 23, 2015 7:41 PM
To: info@30Crossing.com
Subject: Comments on CA0602, Town Hall Meeting, 11/16/2015

Comments for AHTD Job Number CA0602, 30 Crossing Project, from the Town Hall Meeting at the Clinton Presidential Center, November 16, 2015.

From:
Patrick Stair
411 West 5th St.
North Little Rock, AR 72114
phone: 501-376-9637
email: stair@aristotle.net

At the Town Hall meeting 11/16/2015, you presented some welcome changes to earlier proposals, but I remain unconvinced about the 10-lane alternative. I don't even want the 8-lane alternative. I think it should be possible to design a safer 6-lane corridor. And if traffic slows to 45 or 50 in this corridor, I don't believe that would be a terrible thing.

I think we need to stop this never-ending saga of highway and road expansion. The two cities have already been chopped up into bits and pieces by the overabundance of interstate and interstate-ready highways. It is time to stop.

I don't find your projections of improvements in speed and throughput to be significant enough to justify the social and environmental costs of this expansion, much less the billions that will be spent because of all the side-effects downstream. (I wish that the AHTD and Garver would be more forthcoming at these meetings about the cost over 20 years, and what we will have at the end of that time.) I feel that we need to go ahead and let the highway get crowded, and spend money and effort providing alternate transportation routes and methods for travelers.

My dream would be to convert the I-30 corridor into a beautiful, inviting, grade-level boulevard. And unlike one other person who suggested this, I do not see the need to build a replacement interstate. Lacking that lovely outcome, the next best plan in my opinion would be a safer I-30 corridor that retains the current 6-lane maximum. Given the large quantities of engineering (and, finally, city planning) expertise being brought to bear on this project, it does not seem an impossible task.

Thank you.
Patrick Stair

Connecting Arkansas Program

From: Berkemeyers <berkemeyer@sbcglobal.net>
Sent: Tuesday, November 24, 2015 9:56 AM
To: info@30crossing.com
Subject: Disagree with Cantrell/LaHarpe Proposal

I disagree with the proposal to close a portion of LaHarpe and use 2nd and 4th streets for this traffic flow. This seems so ignorant for numerous reasons that I cannot believe that it was even proposed. These are just some of the reasons why this does not make sense to me.

1. Shifting traffic from a street with fewer stoplights and better flow to streets with numerous stoplights and poor flow.
2. Dramatically increasing the traffic flow on 2nd and 4th streets where more pedestrians cross which would likely increase pedestrian injury.
3. Shifting more traffic to a street that already crawls sometimes when the trolley car is on it.
4. Causing even more of a traffic delay for traffic coming and going from Broadway and Main street bridges to Cantrell.
5. As we continue to improve the downtown experience and encourage more people to go downtown, why would we reduce the avenues on which people can get to and from downtown?

It seems that a much better solution would be to improve and/or add to the walkways and skyways on and around LaHarpe.

Please let me know where I can find a list of the reasons why this proposal was made?

Very interested and concerned citizen that works in Little Rock and lives in North Little Rock,
Kenny Berkemeyer
8032 Toltec Dr.
North Little Rock, AR 72116
501-213-5637

Cantrell – 2nd & 4th Street

Connecting Arkansas Program

From: Lynda Louthian <llouthian@stephens.com>
Sent: Wednesday, November 25, 2015 8:42 AM
To: 'info@30crossing.com'
Subject: I-30 project/Laharpe

I work downtown. I cannot imagine bringing any more traffic to 2nd street. You can barely get by there in the afternoons around the school now. You have so sit through lights multiple times to get past the school. This is WITH police directing traffic. If I was coming off I30 to this bottleneck, I would have to find another route. This is very bad planning. Not to mention the children being in danger with the additional traffic.

Lynda Louthian
24325 Barry Lane
Little Rock, AR.

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Connecting Arkansas Program

From: Steve Shults <SShults@shultslaw.com>
Sent: Wednesday, November 25, 2015 6:20 PM
To: 'Info@30Crossing.com'
Subject: Against Existing Plan

To whom it may concern:

I write to oppose the existing plan to widen Interstate 30 through downtown Little Rock and North Little Rock. A new plan should be made to route as much traffic as possible around the River Cities and as little as possible through their downtowns. The plan should focus on making downtown Little Rock and North Little Rock livable and cohesive. The long-term benefits of doing so far outweigh any perceived benefit of funneling more and more traffic through neighborhoods and communities that are rebounding and thriving anew.

Steve Shults
2200 Riverfront Drive, Apt. 5201
Little Rock, AR 72202-2256

(501) 664-6660 (h)
(501) 944-8222 (c)
(501) 375-2301 (o)

sshults@shultslaw.com

Connecting Arkansas Program

From: Don Nichols <dnichols777@sbcglobal.net>
Sent: Friday, November 27, 2015 11:13 PM
To: info@30crossing.com
Subject: Thoughts

The plan would work but I can see the argument that it would more completely split the downtown area. I saw one slide on an alternate route that extends 630 to 167. This makes sense to me. I believe the area south and east of clinton library would thrive with this plan. It would make downtown quoted as "through" traffics would be pulled further away toward the airport. Just looks good to me.

My other thought about the safety of highway 10 as it crosses Markham in the river market. Why couldn't highway 10 be elevated through that area. It wouldn't have to be real high. Could make a cool walking gateway area in the river market (although it my have affect of dissecting it as well.) reduce it to 2 lanes then let it widen back out as it moves onto la Harpe.

Don Nichols
501-231-3295

Connecting Arkansas Program

From: Jim Mitchell <jmitchell@stephens.com>
Sent: Monday, November 30, 2015 2:42 PM
To: 'info@30crossing.com'
Subject: I-30 Crossing project

I support the Highway Department's proposal to make the corridor a 6-lane project over the river and through the downtown area, with 2 collector/distributor lanes on each side. I believe this will assist in easing traffic flow and increase safety. HOWEVER, I DO NOT support the closure of LaHarpe Blvd.at President Clinton Ave. This would force substantial additional traffic through the downtown area (specifically on 2nd and 4th Streets. I think this is a bad idea transforming two downtown streets into major traffic thoroughfares. I think this will create a major safety issue for pedestrians (visitors to Pulaski County Courthouse, students at the eStem School and all other employees that work in this area – and they are numerous). I sincerely hope the Highway Department will take these comments seriously and think thru the consequences. The LaHarpe arrangement works well. It is the better/safest arrangement.

Thank you,
Jim Mitchell

Jim Mitchell, CFP
Vice President/Senior Financial Consultant
Private Client Group
Stephens Inc.
111 Center Street, Suite 300
Little Rock, AR 72201

ph: 501-377-8172
toll free: 800-892-7464
fax: 501-377-8060
e-mail: jmitchell@stephens.com

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Connecting Arkansas Program

From: Malone, Walter <WMalone@littlerock.org>
Sent: Tuesday, December 01, 2015 9:29 AM
To: info@30Crossing.com
Subject: comment/question

After attending both the November meetings at the Presidential Library I am unclear about the effect on I-630. It sounds like there would be lane changes/additions on I-630 to the Louisiana exit. Is this correct? And if so, what would be done to I-630 as part of this project? Or is this something that would also have to be done over and above the I-30 connection project? If this is not part of the project but needed to make it work then that needs to be clearly stated.

Connecting Arkansas Program

From: samuelhdavies@gmail.com
Sent: Tuesday, December 01, 2015 9:04 PM
To: info@30Crossing.com
Subject: RE: 30 Crossing Public Meeting

To whom it may concern:

First, let me preface this by saying that I am an engineer in the transportation field, and I live in the Little Rock area.

I have been following this project with great interest. This is an incredibly important project for Little Rock, and it is vital that we get it right. While I have been relatively pleased with the level of discourse lately, I still have a few comments/concerns.

Chiefly, I urge you to please consider the environmental and cultural impacts of this project in their entirety. To use the most obvious example, the design as currently proposed will destroy or render useless large amounts of riverfront green space right in the heart of the Little Rock metro's tourist/entertainment district. The primary goal of this project should be to accomplish most of AHTD's goals while respecting the space it occupies. Urban planners are vital in this regard and it's important that they have a respected seat at the table in this planning process. In addition, the comments of citizens and business owners who live, work, and play in the affected areas give important firsthand insight into how the space is used, and their concerns should be respected.

I also strongly question the necessity of the 10 lane C/D design around the bridge. Its footprint is far, far too wide for the area through which it passes. If the freeway absolutely must be widened, I like the conventional 8 lane alternative better due to its much more palatable size. It also seems to me that a conventional freeway would be more versatile in how it handles traffic compared to the C/D option. Furthermore, I am alarmed by the projected cost of this project. What is the wisdom of spending such a large portion of the CAP funds on this one job? The entire state is paying for this, and I'm sure other places would be happy to get some of that money thrown their way. That's the kind of thing people thought they were voting for when they approved the ballot measure, after all. As it stands, the project is overbuilding, pure and simple, and the resulting bottlenecks will cost taxpayers billions, with dubious results.

I have faith that by the end of this process, Garver, the AHTD, and the City of Little Rock will be able to come to an agreement that satisfies most people, improves or at least does not reduce connectivity, accounts for modes of transit besides passenger cars, and anticipates the future of the city. By accomplishing that, the future for Central Arkansas, not just Little Rock proper, will be bright.

Sam Davies

Connecting Arkansas Program

From: Roger Webb <rawebb@ualr.edu>
Sent: Wednesday, December 02, 2015 11:06 AM
To: info@30Crossing.com
Subject: From Christ Church vestry
Attachments: 30 crossing letter.doc

The vestry of Christ Church approved to attached comments and instructed me, as clerk of the vestry, to circulate this to the parties. If you have trouble opening this, please let me know. I will be sending you a hard copy.

Roger Webb

Christ Church

To: The Arkansas State Highway and Transportation Department

From: The vestry of Christ Church

Date: December 2, 2015

The vestry of Christ Church Little Rock wishes to express its concerns with the plan currently being promoted by the AHTD known as the 30 Crossing project.

We believe that the plan that has been proposed, particularly the widening of I30 to ten lanes and changing the city traffic grid, values the flow of traffic through the I30 corridor over all competing values. We believe that, if implemented, this project would damage the City of Little Rock in ways far exceeding the possible benefits of improved traffic flow. We fear even greater barriers between the River Market and Main Street areas, including our church, and areas further east that are key to downtown health. We suspect that the assumptions of State engineers and planners about future car traffic may be in error making their predictions about flow and safety questionable.

As a downtown Little Rock church with a 175 year history at the corner of Capitol and Scott, Christ Church has an established interest in the health of our community and neighborhood. Many of our parishioners drive or walk through the areas that would be affected on their way to and from church. As members of the Christian community, we also have an obligation to be concerned with the welfare of our neighbors. We have been heartened over the healthy growth of the area and are looking forward to continued progress, but see that continued development threatened.

While repairs to the I30 Bridge may be necessary, the vestry of Christ Church urges that all responsible parties consider the full range of costs and benefits associated with the 30 Crossing project and require the Highway Department to rethink its proposal. Specifically we ask that the City Board speak clearly against the present plan and that Metroplan refuse to allow expansion of I30 beyond six lanes.

Roger A. Webb
Clerk of the vestry

Little Rock's Downtown Episcopal Church
509 Scott Street | Little Rock, AR 72201 | PH 501.375.2342 | christchurchlr.org

Connecting Arkansas Program

From: Shawn Fitz <sfitz@stephens.com>
Sent: Wednesday, December 02, 2015 3:57 PM
To: 'info@30crossing.com'
Subject: 30 Crossing - Concerned tax payer, LR resident and downtown professional

I support the Highway Department's proposal to make the corridor a 6-lane project over the river and through the downtown area, with 2 collector/distributor lanes on each side as it will ease traffic flow and increase safety.

However, I am **strongly opposed** to the **closure of LaHarpe Boulevard** at President Clinton Avenue to route all east-west traffic through downtown by way of 2nd and 4th Streets for the following reasons:

- Kill parking options
- Increased traffic flow through downtown
- Transforms two city streets into major thoroughfares
- Dangerous to people working downtown
- And dangerous for students at eStem

Shawn Fitz
Stephens Inc. | Life Sciences Investment Banking
(office) 501-377-8049 | (cell) 501-517-2080
sfitz@stephens.com | www.stephens.com

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Connecting Arkansas Program

From: Marion Fulk <mfulk@stephens.com>
Sent: Wednesday, December 02, 2015 4:00 PM
To: 'info@30Crossing.com'
Subject: I-30 widening
Attachments: I-30 widening.docx

Please add my letter, attached, to those that oppose the widening of I-30 through downtown Little Rock. Thank you, Marion Fulk

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12-1-15

I oppose the widening of Interstate 30 through downtown Little Rock.

I work downtown, attend church downtown, enjoy downtown's restaurants and cultural activities, and want this area to grow and prosper. Widening the I-30 corridor will harm this part of my city, and primarily benefit those who are passing though the area --- not those who live here.

Widening the road also will most likely not end the congestion that occurs during rush hours. Instead, there will be delays where the proposed 10-lane section drops down to six or four lanes. California's Department of Transportation has also recently released a report, "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion," which concedes that if you widen it, more vehicles will come to it.

There has also been some movement toward tearing down --- not building or widening --- interstates through other U.S. cities, resulting in better living conditions in those towns. Although the Arkansas Department of Highway and Transportation's focus is not livable cities, it makes little fiscal sense to damange our state's capital city with taxpayer money.

Instead of spending money to widen I-30, why not build another bridge at Chester Street? Or funnel more traffic across the I-440 bridge? Either of these options would keep more traffic out of the downtown area.

Thanks for your consideration.

Marion Fulk
105 Colonial Court
Little Rock AR 72205

Connecting Arkansas Program

From: cynthia ross <50cross50@gmail.com>
Sent: Wednesday, December 02, 2015 5:45 PM
To: info@30Crossing.com
Subject: please do not widen I 30

Please do not widen I 30. This will be incredibly disruptive and the end product will be quite detrimental.

Thanks,

Cynthia Ross

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
DEC 02 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email:

(Please Print)

Name: Mary Jo Summar

Address: 1612 S. Arch St.
L.R., AR 72206

Phone: (501) 952 -- 0518

E-mail: maggie0001@sbcglobal.net

Comments: Please rethink this project in favor of a plan that is more favorable environmentally and less damaging to downtown businesses and homeowners. Thank you.

(Continued on back)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

RECEIVED
DEC 03 2015
GARVER, LLC

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name :_____Bill Pollard_____

Address: _3005 Baxter Dr_____ Phone: (_501_) __327____--__7083__

_Conway, AR 72034_____

_____

E-mail:__arkrail@arkansas.net_____

Comments: Any final plan should accommodate light rail access to airport via existing trolley line to Clinton Library, then via existing rail corridors along Bond Street & Roosevelt to airport terminal access. At a time when most large cities are connecting local rail transit to airports, Little Rock and AHTD should not be going in the opposite direction.

(Continued on back)

Comments (cont.):

FINAL plan should accommodate the existing redevelopment of downtown LR and NLR (River Market, Argenta Historic District, Quapaw Quarter, etc) by a design which encourages continued redevelopment, rather than destroying it.

AHTD should utilize more "outside the box" transportation planning to evaluate what other transportation modes might be used to help lessen the freeway traffic volume in this area, thus allowing a rebuild design with a smaller footprint and less collateral damage.

Connecting Arkansas Program

From: David Moix <dmoix@stephens.com>
Sent: Thursday, December 03, 2015 10:03 AM
To: info@30crossing.com

Ladies and Gentlemen,
As a taxpayer I would like to express my support of Highway Department's plan to make a 6- lane project over the river and through downtown, but I do not support the closure of LaHarpe Blvd. at President Clinton Ave. No way I would want to transform 2 downtown streets to major thoroughfares. I thank you for opportunity to express my opinion.
Thanks,
David Moix

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Hetzel, Jon, D

From: Public Information Office <INFO@ahtd.ar.gov>
Sent: Thursday, December 03, 2015 10:05 AM
To: Hetzel, Jon, D; Jordan, Ruby
Subject: FW: 30 expansion

- Danny

-----Original Message-----
From: Rebecca Engstrom [mailto:rebeccahauswerk@yahoo.com]
Sent: Wednesday, December 02, 2015 11:48 PM
To: Public Information Office; Mstodola@littlerock.org; board@littlerock.org
Subject: 30 expansion

Mayor Stodola and Directors:

This is your opportunity to distinguish your tenure in office by demonstrating a vision for the future. Prepare Little Rock for the future; light rail, mass transit is the inevitable and necessary way of the future. You can make Little Rock a leader, rather than putting us at our usual bottom of the list place. The highway department repeatedly says light rail is not feasible. Have they explained to anyone why they consider it infeasible? This whole project is infeasible. So please do something that makes sense for the future. Don't miss this opportunity.

The internet is full of articles reporting that many US cities are tearing down freeways that have divided and damaged their urban areas. You cannot ignore or deny these lessons already learned. The divisive destruction of Little Rock's River Market and historic district will become a reality, unless you act to stop this invasive highway construction, diminishing our revived downtown and tourism dollars as a result.

If you are determined to build more and bigger roads, there have been several alternative plans presented by Studio Main and on the Improve 30 Crossing site. I think an optimum plan is that 440, carrying commuters from Cabot, Jacksonville, and Lonoke areas could be diverted through the 65 Street corridor, an industrial location where such freeways belong. 630 already adequately provides access to every part of central Little Rock. The boulevard running along the river on the North Little Rock side has room to be widened and could cross the river at Chester.

Thank you for your consideration,
Rebecca Engstrom

Connecting Arkansas Program

From: Roger Webb <rawebb@ualr.edu>
Sent: Saturday, December 05, 2015 10:09 AM
To: info@30crossing.com
Subject: revised comments on 30 Crossing
Attachments: I30 personalR2.docx

These are revised comments on the 30 Crossing project. If you can replace my earlier submission with these, I would appreciate it. Besides editing, I raise a couple of new issues.

Roger A. Webb

Comments on 30 Crossing by Roger A. Webb rawebb@ualr.edu

In my role as Clerk of the Vestry at Christ Church, I submitted the motion of the vestry expressing the misgivings of that body about the 30 Crossing project that has been proposed by the AHTD. The following comments are my own and should not be attributed to Christ Church or its vestry.

After a recent stop at Christ Church, I drove east and went over and under I30 several times. It would not appear that east/west travel across the I30 corridor was ever a high priority. Some cross streets end without fanfare; others go under fairly primitive looking structures. Roosevelt does get a four lane overpass. Given the revitalizations of downtowns that are going on all over the country, and the striking redevelopment of downtown Little Rock that we have seen in the last two or three decades, improving traffic flow by car, bus, trolley, bicycle, and foot across the I30 corridor should be the top priority in current planning, not an afterthought or grudging concession.

I suspect the Clinton Library is the second leading tourist attraction in Arkansas after Crystal Bridges, maybe first since it is the most visited presidential library. Heifer Project is surely high on the list, and can only move up as its International Village grows. Anything that impedes movement between the center of Little Rock and those destinations would be perverse.

The creative district developing up Main Street is approaching a take off point. Real estate consolidation for the Tech Park appears to be complete with the City of Little Rock investing millions of dollars in the effort. One of the reasons the Tech Park is going into its expensive down town location, rather than cheaper space further west, is that the young entrepreneurs and workers it seeks to attract want to work, live and play in the same area. Similarly, Inuvo Inc. and PrivacyStar are moving into the Museum Center in the River Market with a forecast job total of 200. They would be how many feet from an expanded I30? How would the proposed changes to the downtown traffic grid affect access to the Tech Park and these two new residents? These issues should be of top concern in our planning.

I feel some sympathy for the traffic engineers who have been involved in the I30 Crossing project. I know their values are traffic flow and safety, and they can put numbers on those values. What I fear, however, is that those are the only values being addressed. I see traffic flow as a side issue at best when compared to social and economic concerns. For whom, after all, do we build roads?

There are, moreover, serious questions about whether our traffic engineers are operating with the right figures. I have seen more than one source that suggests vehicle miles driven may have peaked around 2005—a decade ago. I do not claim expertise in the field and am trying to find critical evaluations of the figures, but there is evidence that traffic miles are dropping, not increasing.

It is very clear that the younger generation presently entering the job market is driving less and puts lower values on cars than did preceding generations. Given the time line of the I30 project, we should be planning for those people, not the generations leaving the scene.

Facilitating traffic moving between Memphis and Texarkana does not seem to me to be an appropriate concern in planning for the I30 corridor. Traffic already has interstate routes going both north and south of the City. Providing a more attractive I30 corridor could induce more interstate traffic to choose that route and might actually increase the congestion through the area. Also raising the speed over the route from 60 to 70 mph seems an outcome with little, or possibly negative, value. Reducing accidents and traffic deaths is a value we can all agree on, but if the assumptions going into the planners' models are incorrect, the predictions are invalid.

My wife and I moved to Little Rock a little over 40 years ago. At the time, I630 was not finished and for a while we had to exit before we got downtown. I do not remember if the African American business area on 9th Street had already been destroyed by then, but, if not, it was within the short term. John Kirk of the UALR History Dept. has written in depth about the role of I30 and I430 in segregating Little Rock, creating a pattern that continues today. This was done, if Kirk is correct, with the encouragement of the city fathers of the day, but surely it would not be supported today.

Since the completion of I630, most the big highway projects in central Arkansas have had the effect of facilitating white flight from Little Rock. While the exit of many white residents to outlying communities may have been inevitable, the AHTD certainly made the process easier and quicker. Thus, I see an unpleasant racial aspect to road building policy in central Arkansas and do not think it has worked in the best interests of Little Rock. It is time, I think, the City of Little Rock gets some attention paid to its needs, not the needs of those fleeing. I also think, as I have said above, that those trends are reversing.

When I read that the 30 Crossing plan called for ripping out the trolley line between the River Market and the Clinton Library and Heifer Project, it was difficult to keep reading with my rational faculties intact. I realize the trolley line has been declared safe in response to the outrage the proposal to remove it evoked, but that the authors of the plan would suggest its removal says worlds about their mind set. To even consider such a move, suggests that the planners were focused totally on I30 traffic flow and out of touch with the broader needs of the community. A summary of my analysis of the proposal is that the 30 Crossing project is giving priority to the wrong values and requires a radical rethinking. My personal belief at the moment is that Little Rock should say, "Patch up the bridge if you must, but otherwise, no thank you."

Connecting Arkansas Program

From: Tim Mckuin <tim.mckuin@gmail.com>
Sent: Saturday, December 05, 2015 11:50 AM
To: info@30Crossing.com
Subject: Comment on 30 Crossing

To better serve the people of the State of Arkansas, to improve connectivity and mobility, to encourage economic development, to increase safety and resiliency, and to more effectively spend the taxpayers' money, the Arkansas Highway and Transportation Department should follow the steps below instead of proceeding with the current plan to build a 10-lane replacement for Interstate 30.

1. Build a bridge over the Arkansas River at or near the northern end of Chester Street in Little Rock. Designate the bridge as Highway 10 and make it four lanes in order to enable Amendment 91 money to be used. Terminate the bridge and Highway 10 at Riverfront Drive / Highway 100 in North Little Rock. Remove La Harpe Boulevard east of Chester Street from the State Highway System and allow the City of Little Rock to take it over.

2. Designate Interstate 440 as Interstate 30 going east from its intersection with Interstate 530 south of downtown Little Rock. This new route for I-30 will still connect to I-40 less than six miles east of the current interchange and continue north to the 67/167 corridor allowing for that route's future designation as I-30 all the way to Missouri.

3. Remove the approximately 3 miles of what is currently Interstate 30 between its intersection with Interstate 630 in Little Rock and Interstate 40 in North Little Rock from the Interstate Highway System altogether but continue to call it U.S. Highway 65/67/167.

4. Rename the approximately 1.5 miles of what is currently I-30 between its intersection with I-630 and the Fourche Creek bottoms as I-630. Upgrade the ramps to make 630 more seamless and continuous as it makes the curve to the south at MacArthur Park.
4.Alternative: Remove the entire 4.5 miles of I-30 currently passing through the downtowns of Little Rock and North Little Rock from the Interstate Highway System. Start planning today for the eventual removal of 630 from the system as well.

5. Replace the 65/67/167 bridge over the Arkansas River with a six lane bridge. If you must go with eight lanes, design those extra lanes to be easily converted to High-Occupancy Vehicle and/or High-Occupancy Toll and/or Transit use in the future. Explicitly plan for that on the front end and explain how the transition would happen.

6. Upgrade the North and South Interchanges as currently planned to minimize the number of lane changes that occur today.

7. Reevaluate the connections between the 65/67/167 corridor to the surrounding street grids on both sides of the river. By rerouting Highway 10 in Step 1 above and by removing the downtown section of I-30 from the Interstate Highway System in Step 3, many of the design struggles currently facing the 30 Crossing Project simply disappear:
-you'll no longer have the Highway 10 / I-30 interchange problem; -Little Rock's downtown street grid will be able to function as a grid should without one particular route through it having to be arbitrarily treated as Highway 10; -lowering the speed limit and the corresponding design speed in the 30 Crossing corridor will enable more connections to the local street grid instead of the Department being artificially constrained by trying to build on and off ramps to Interstate Highway standards; -lowering the design speed will also address the Department's Level of Service analysis (yes, I recognize that this is a little like moving the goal posts to solve a problem, but the current goal post placement is similarly arbitrary. Striving for 60 mph speed through some future predicted amount of traffic is not a necessity nor is it appropriate in a densely developed CBD.); -furthermore, lowering the design speed will improve safety for road users; -

the new Highway 10 bridge between Chester and Highway 100 in NLR (a) will be easier to build because very little traffic will be impacted during its construction and because the Little Rock side can be built nearly at grade level, and (b) will provide traffic relief during the 65/67/167 bridge replacement;

US Highway 65/67/167 can still be a limited-access divided highway in the medium term, but by removing the constraints of Interstate designation a lot more design possibilities become available to the Department immediately. Then, as transportation technologies evolve in the future, the route's eventual conversion to a street-level boulevard will be an easier transition to make.

Hetzel, Jon, D

From: Public Information Office <INFO@ahtd.ar.gov>
Sent: Saturday, December 05, 2015 1:18 PM
To: Hetzel, Jon, D; Jordan, Ruby
Subject: FW: Interstate 30 alternatives

- Danny

From: Alex Morgan [mailto:matrod_morgan@yahoo.com]
Sent: Saturday, December 05, 2015 10:27 AM
To: Public Information Office
Subject: Interstate 30 alternatives

You all need to get together with Metroplan and find better alternatives like a bypass, a new bridge or transit to stop the need of widening Interstate 30 to ten lanes. My question is why didn't the half cent sales tax did not go towards the north belt freeway or at least part of it like you did with Springdale's bypass you only build a short piece which is better than not getting built at all. You could have done the same thing to the north belt freeway but you are lacking leadership and communication. I know Interstate 30 needs to be improved but it does not need 10 lanes in a small city like Little Rock. The whole purpose of this tax was to build and improve four lane highways but this does the exact opposite. If you widen this to 10 lanes you will be sorry you ever did especially come election time when you ask us for another tax increase. We trusted you to do the right thing the right way and this is far from right. No other cities are widening freeways through their downtowns so why in the hell should we have a 10 lane freeway to begin with. Not to mention at the meeting when you said the chester street bridge would not be enough I think it was bullcrap because you did not have any evidence of it and two you even said if the chester street bridge is built there would be no need of a 10 lane freeway. Little rock is long overdue for a new bridge upstream and I like the idea of the business bypass from Highway 67 & I-40 to I-30 & I-630, but you think it would ruin a bunch of (already) dead neighborhoods which that route could end up reviving that part of town. Yet you decide to widen a freeway through a growing downtown which could end up hurting it in the long run which you don't seem to care about. It makes me sick that you rather act like a bunch of cowards than to act like real leaders and find (better) solutions to all of the problems on our highways in this city and state. You really don't know what you are getting yourself into with this project because you have to think about the construction that people face and how are they going to find and alternative route around that? Something you didn't think about secondly your communication with Metroplan is lacking because you are not convincing them that new alternatives are lacking around little rock and they are to blame for this monstrosity as well for taking the freeway off their plan. I think you should do the whole process all over again but until you can find a better solution, DELAY THIS PEACE OF CRAP PLAN!!!!!

Connecting Arkansas Program

From: karen <karen@lizmackenzie.com>
Sent: Saturday, December 05, 2015 1:28 PM
To: info@30Crossing.com
Subject: I30 Crossing comments

Please slow down and examine alternatives to a massive freeway expansion through the heart of the River market district. I do not believe we should follow old patterns of transportation infrastructure and should look at modern types of mass transit and consider the need to protect our downtown human spaces. The future livability of this city is at stake. In quality of life ratings for cities, at no time does 'more freeways' equal a positive result--good public transit, bike paths, pedestrian friendly walkways, and green belts raise the rankings of a city, which affects economic growth. We are at a crucial point here: go backward in time or move forward and make Little Rock a city with a jewel of a downtown and river front area.
Thank you
Karen Walls
15 Belmont Dr, Little Rock

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

Connecting Arkansas Program

From: Dale Pekar <dale.pekar@gmail.com>
Sent: Sunday, December 06, 2015 1:55 AM
To: info@ConnectingArkansasProgram.com
Subject: Comments on the 30 Crossing Project
Attachments: ApparentInconsistenciesinthe30X-ingPlanningAnalyses.pdf

This is a duplicate of a document I just sent you--in another format, hopefully more easy for you to access.

Dale Pekar
1010 Rock
Little Rock,AR 72202-5111

The analysis predicts continued increases in traffic volume and congestion even though traffic volume in the corridor has not been increasing recently--over the period of 2010-2013

Figure 1 of the PEL Purpose and Need Report shows that Annual Average Daily Traffic has been trending downward over the period of 2010-2013. This would seem to indicate that congestion in the area is self-regulating, as more traffic appears to be diverting away from this congested area.

In spite of this, the PEL Report goes on to assume that traffic volume will continue to grow "based on historical trends." Trend line analysis relies on a simplifying assumption that what has transpired in the past will necessarily transpire in the future. Because that is not necessarily the case, the analysis needs to disclose the supporting data behind the "historical trends" and explain why it is that travelers will not continue to divert to other, less-congested roadways.

Likewise, the analysis needs to explain why constructing new lanes, and thereby reducing congestion, would not attract more drivers to I-30 and cause congestion to recur at a faster rate than that identified in the document. Why does the analysis assume the same level of traffic in the corridor in all the alternatives?

Need for Sensitivity Analysis in projecting future corridor traffic

Because the development of project alternatives is based on an assumption as to future traffic levels, a sensitivity analysis is required to show the potential effects if a different growth rate were to occur. As page 69 of the FHWA Interstate System Access Informational Guide puts it:

> "Although not traditionally considered, there is an increasing realization that the travel demand forecast volumes analyzed are being exceeded well in advance of the 20-year design year. Realizing that a 5 or 10 percent increase in demand could result in nearly saturated or oversaturated operations, it is suggested that alternatives be tested under a variety of demand volumes. This is commonly referred to as a sensitivity analysis."

The various documents do not present a clear picture as to the main cause of congestion

Based on the order of presentation of the various factors contributing to congestion, Section 3.1.3 of the Purpose and Need document would seem to indicate that traffic volume is neither the primary nor even the secondary cause of congestion in the corridor. Logically then, an incremental analysis could be conducted to determine whether a more cost-efficient approach could be adopted to address the design deficiencies in the roadway which are the apparent main causes of congestion. Decision-makers cannot make responsible decisions without this

relevant information as considerable savings may be possible if only the primary causes of congestion are addressed.

The design year for the project is not clear

As rush-hour traffic congestion at the design year is the critical consideration in addressing the traffic congestion need,[1] a consistent design year needs to be used throughout the document. There is no consistent description of the project design year. It is indicated variously as being:

- 2040, as in section 3.1.1 of the PEL Alternative Screening Methodology. "Traffic Congestion Congestion relief is an important part of the purpose and need for the project. Study alternatives must provide an improvement in mobility and travel time along the I-30/I-40 corridor and an improvement in access into the downtown areas in the design year, as compared to the No-Action Alternative. The overall traffic analysis for the PEL Study will include a multi-modal comprehensive analysis of I-30/I-40 mobility and safety and the supporting transportation network for the existing traffic (2013) and projected traffic (2040) using Metroplan's Travel Demand Model (TDM)."
- 2041, as on page 27 of the PEL Level 3 Screening Methodology and Results Memorandum.
- As of this writing, AHTD's website identifies a design and construction stretching from 2017 to 2022. Using a 20-year life would yield a design year of 2042.

Any discrepancy in the design year presentation may signal that the various project effects have not been developed consistently across all the alternatives. The text is also unclear as to whether the design year criteria have been developed consistent with FHWA criteria or whether they reflect a worse-hour scenario. As the Interstate System Access Informational Guide, puts it, on page 59:

> "The 30th highest hourly volume (30 HV) in the design year is required as a minimum.[2] Additional periods may be required for times which reflect, for example, typical AM /PM peak conditions.

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[1] Only those Action Alternatives which have been projected to move rush-hour traffic through the corridor in the design year 2041 at average speeds of 58 miles per hour or greater are to be included in NEPA analysis--as shown on page 27 of the PEL Level 3 Screening Methodology and Results Memorandum. The Federal Highway Administration has requested that an 8-lane alternative also be included.

[2] American Association of State Highway and Transportation Officials (AASHTO), A Policy On Design Standards Interstate System, p.1, (January 2005).

The analysis does not display a good faith effort to address the purpose and need by any means other than adding lanes.

- As shown in its inter office memorandum of April 3, 2014 from the Bridge Engineer to the Director, AHTD has presupposed that the selected alternative will have additional lanes.
  "A project is programmed to increase the number of lanes on Interstate 30 in Little Rock/North Little Rock, Arkansas."
- AHTD has dismissed all alternatives which do not call for adding lanes including demand-reducing features such as:
  - Designating other interstates, such as I-440, as I-30 in order to draw traffic away from the corridor.
  - Decreasing the speed limit on the corridor in order to draw traffic away from the corridor.
  - Applying tolls to the corridor to draw traffic away from the corridor.
  - Alternative configurations of I-30 as a street-level boulevard.
- As demonstrated by their selection of alternatives to be carried forward into NEPA analysis, AHTD has set an arbitrarily-high standard for mobility which serves to eliminate from consideration any Action Alternative that does not move rush-hour traffic through the I-30 corridor in the 2040 timeframe at speeds less than 58 miles per hour.
- In light of the opposition voiced against the 10-lane proposals advocated by AHTD, the Federal Highway Administration has requested the inclusion of an 8-lane alternative. If AHTD elects to honor this request, they must also include the 8-lane C/D alternative as the PEL Report identified it on page 18 as having "the lowest cost and the least environmental impacts of the Reasonable Alternatives."

Numerical and textual projections of future crashes are not consistent; making a valid comparison of the alternatives impossible

Section 3.2.2 on page 10 of the :PEL Purpose and Need Report says: "To develop the future No-Action conditions, an average crash rate from the 2010-2012 crash data was applied to the projected No-Action traffic volumes."[3] The text then goes on to say: "In summary, a 13 percent increase in crashes was predicted for 2020 compared to 2012; and a 38 percent increase in crashes was projected by 2040 compared to 2012, as shown in Figure 9."

[3] The assertion that the "average crash rate would remain constant for the No-Action Alternative is repeated on page 3 of Attachment C-1: "Future No-Action Conditions Based on the above analysis of traffic data for 2010 – 2012, an average crash rate between the three study years was estimated for sections of the I-30 and I-40 main lanes. With the assumption that the roadway conditions would remain the same and no safety measures would be implemented, the average crash rate was assumed to remain constant through the design year. To project the number of crashes for the years 2020 and 2040, the average crash rate was applied to the future No-Build volumes."

The above statement is contradicted by the following passages which show that different crash rates were used for the No-Action alternative for different time periods..

- Eight years of growth over the period of 2012-2020 resulting in a 13% increase is the equivalent of a simple annual growth rate of 1.625% or a compounded annual growth rate of 1.539%.

- Twenty-eight years of growth over the period of 2012-2040 resulting in a 38% increase is the equivalent of a simple annual growth rate of 1.357% or a compounded annual growth rate of 1.157%.

These Section 3.2.2 figures are also not consistent with those shown in Tables B-4a and B-4b of the same Purpose and Need Report. These tables show a 30.82% increase over the 27-year period from 2013-2040 as in IDs 9, 10 and 11. This is the equivalent of a simple annual growth rate of 1.14% or a compounded annual growth rate of 1.00%.

Section 4.1 of the Purpose and Need Report indicates a further compounding of the error as it explains that:

> "The No-Action Alternative represents the baseline condition in the I-30 PEL study area as if no additional improvements are implemented other than those already programmed in the fiscally constrained LRMTP."

Any such improvements in the No-Action Alternative which would contribute to a reduction in accidents needs to be attributed to the No-Action Alternative. Likewise, any reduction in accident numbers, or in the fatality rate, likely associated with increased congestion in the No-Action Alternative needs to be identified. It is not sufficient to conduct a detailed projection of accidents among the Action Alternatives and to simply make an assumption about the accident rate in the No-Action Alternative.

The figures and text must be consistent with one another. To do otherwise would be to countenance a logical inconsistency along the order of issuing a loan whose monthly payment was calculated using an interest rate different from that shown elsewhere in the loan package. The inconsistencies also raise questions as to whether the supporting analysis was done correctly. Furthermore, the No-Action Alternative must be afforded the same attention to detail as any other alternative. To do otherwise is to misrepresent the differences among the alternatives.

Congestion relief identified in the document is overstated.

Page 3 of the PEL Level 3 Screening Methodology and Results Memorandum says, "The Reasonable Alternatives represent complete transportation solutions..." This is contradicted on

page 5 of the same document which acknowledges that the congestion relief identified in the Action Alternatives relies on additional improvements to I-630 and I-30 south of the study area.

> "In order to assess the full impacts of the proposed alternatives, the transportation models developed for this study included additional improvements to I-630 and I-30 south of the study area, which are not included as part of the I-30 project. AHTD is aware that congestion from these areas will cause traffic to back up into the study area at some point prior to the 2041 design year for this project, and has plans to study the capacity needs at both locations."

Thus, congestion outside this study area is anticipated to cause congestion within this study area. In order to be analytically consistent the document must either reduce the congestion relief identified for each alternative to only that afforded by the works identified in the respective alternative, or the additional work needs to be incorporated in this alternative. Identified benefits must be consistent with their attendant costs.

As currently presented, the Action Alternatives are not "complete."

Missing Alternative: Combination Alternative B

Page 1 of Attachment A-2 of the PEL Purpose and Need Report says the most benefits were realized from a Combination Alternative B with an 8-Lane I-30, Broadway Improvements, and the Pike Avenue Extension. Accordingly, because this alternative generates more benefits than any other alternative, and because no explanation is given as to why it would be considered unreasonable, it must be developed.

Failure to disclose cost information

Page 5 of the PEL Alternatives Screening Methodology says, "More detailed cost estimates for each alternative will also be developed at this level [Level 3]." Contrary to this statement, the PEL Level 3 Screening Methodology and Results Memorandum fails to disclose any costs. The documents fail to disclose the actual estimated cost of the alternatives for installation, operation, and maintenance. Information such as that presented on page 12 of the PEL Level 3 Screening Methodology and Results Memorandum show a percentage change in construction and right-of-way costs but no actual figures. In order to calculate the percentage difference among the alternatives, the analysts necessarily had to have actual cost estimates. These need to be disclosed for all the alternatives as responsible officials cannot make an informed decision without them.

The analysis uses a single-year of crash data to project the number of future crashes while using a multi-year average crash rate

Data on crashes is presented in the document for 2010-2012, as in Table 3 on page 7 of the PEL Purpose and Need Report; and yet only 2012 was selected as the base year for 2041 projections, as shown in Table 2 on page 7 of the PEL Level 3 Screening Methodology and Results Memorandum. As crash data can vary significantly from year-to-year due to a host of considerations, the use of a single year's data as a basis point renders suspect any projections of future crashes. The selection of a single-year's values as a crash volume baseline is further confounding as an average crash rate from 2010-2012 was used to project future traffic crashes.

The analysis fails to adequately report, evaluate, and plan for local-to-local trips

The documents repeatedly fail to address the important issues of local-to-local trips. On page 6 of the PEL Level 3 Screening Methodology and Results Memorandum, for instance, measures of travel time and travel speed are shown only for through traffic. Likewise, Table 2 on page 6 of the PEL Purpose and Need Report does not include "local to local trips."

This is a glaring omission as the last-referenced table shows that Through Trips comprise only 4-17% of the estimated daily trips. Failure to account for the local to local trips would appear to render the traffic-flow analysis invalid.

This anomaly also raises the obvious question as to why six lanes have been devoted to through-traffic even though it makes up such a small portion of the corridor's overall traffic. Why not develop an alternative with one or two lanes devoted to through traffic and leave the other lanes for collector/distributor use?

The analysis fails to reflect the fact that the anticipated future congestion in the I-30 corridor will stimulate the use of mass transit in the No-Action Alternative

Page 13 of the PEL Level 3 Screening Methodology and Results Memorandum acknowledges that congestion will serve to attract transit riders "to the bus on shoulder express service" but the Memorandum fails to recognize that congestion may also increase transit rider usage in the No-Action Alternative.

The analysis fails to adequately address its contradiction of Metroplan Policy by recommending 10 through-lanes in this I-30 corridor

As stated in the CARTS Study Area Roadway Design Standards and Implementation Procedures:

- "The Metroplan Board has adopted the following policy with regard to Freeways and Expressways in the CARTS area: The metropolitan freeway system should be built to six through lanes. It is the Metroplan Board's intent that demand over that capacity be met with a robust regional arterial network and public transit. If the Arkansas State Highway and Transportation Department sees the need to widen metropolitan freeways beyond six through lanes, it should consult with the Metroplan Board for its concurrence. Prior to planning for widening beyond six through lanes, the Department is expected to do a thorough analysis of alternative methods of meeting travel demand in the corridor with improved arterials and public transit. A thorough analysis of the impact of the induced traffic demand on local roadways as a result of the widening beyond six through lanes would also be required. The Metroplan Board may also consider conducting an independent analysis of widening proposals over six through lanes for its use and benefit."

The documents fail to show a "thorough analysis of alternative methods of meeting travel demand in the corridor with improved arterials and public transit." Nor is there any indication that a "thorough analysis of the impact of the induced traffic demand on local roadways as a result of the widening beyond six through lanes" has been conducted.

The analysis needs to document the indirect effects of the project

By facilitating increased commuting speeds, the project will necessarily enhance the relative attractiveness of distant properties for residential development, with concomitant increases in commuting pressures. These adverse effects and their contribution to further urban sprawl, diminution of green spaces, increased cost of urban services, and an implicit understanding that further lanes will be added in the future, need to be addressed.

Connecting Arkansas Program

From: Adam Lynch <adam.lynch615@gmail.com>
Sent: Sunday, December 06, 2015 10:54 AM
To: info@30crossing.com
Subject: Citizen Comment Form
Attachments: 30 crossing Data.pdf; CA0602_PM_CitizenCommentForm_PM5_December6.pdf

Please see attached, thank you.

Adam Lynch

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Adam Lynch

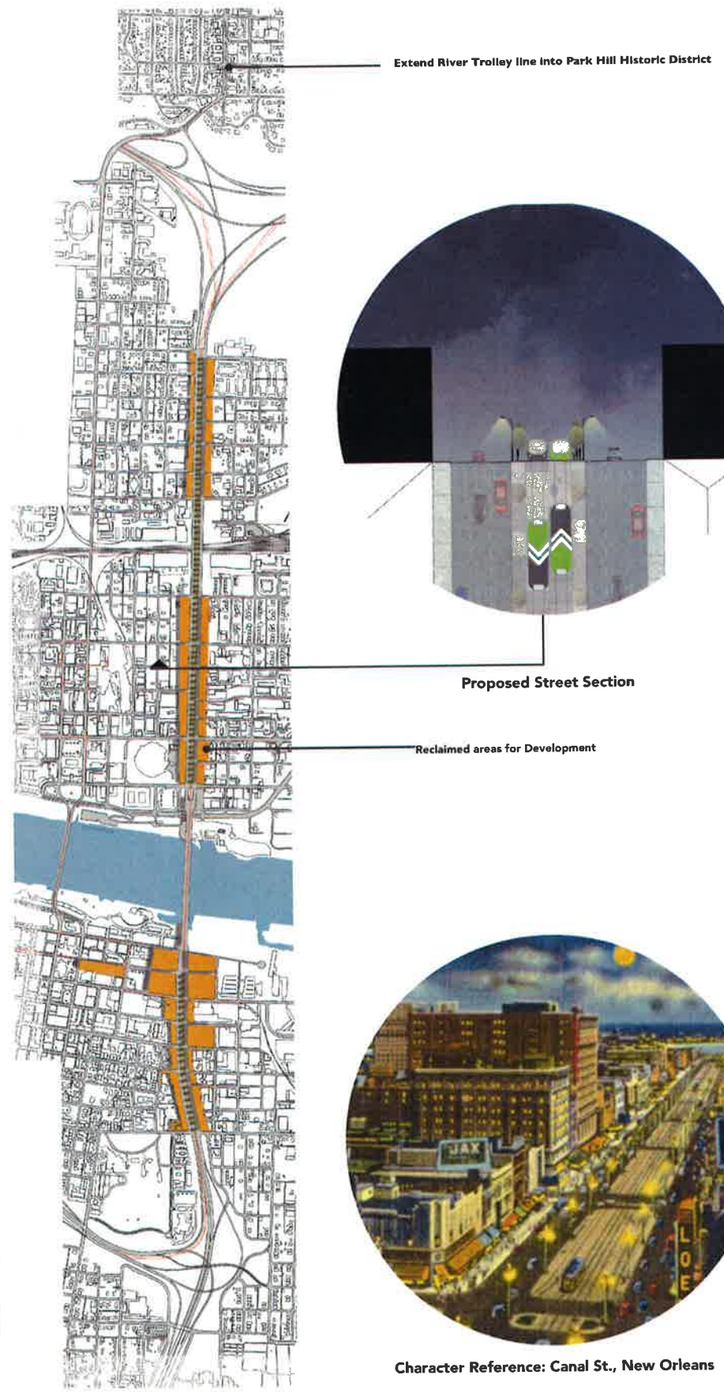
Address: 9617 W Lake Cir
Sherwood, AR
72120

Phone: (870) 692 -- 6100

E-mail: adam.lynch615@gmail.com

Comments: Please refer to attached document.

(Continued on back)



Character Reference: Canal St., New Orleans

Improved 30 Crossing:

smart hubs, light rails, improved by-pass, economic development, connecting east to west and metro transit

30 Crossing

By recreating the I-30 corridor from the I-630 to I-40, neighborhoods previously disconcted can be reconnected. The relclaimed land from enbankments and on and off ramps can be rebuilt and provid significant economic growth in the center of both Little Rock and North Little Rock.

Light Rail Commuter Train

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The interiors of these hubs are multi storied parking garages while at the grond level the perimeter of the hubs includes shops and restaurants. As demand increases for the commuter trains the hubs could become a network of structures that becomes more like a mall. These hubs have infinite possiblities and as they have no permanant occupants, facade treatments can vary from the contemporary facade to gain interest to garden facades and solar panels. Ideally these would be a combination of multiple treatments that would both create an interesting street scape and serve ecological, economical and sustainable means.

Why a Train? Why not a wider interstate?

Research by multilple organizations both public and private show that as logical as it might seem building a wider intersterstate does not alleviate traffic problems. In fact a theory labeled "Induced Travel" states that if you build a highway people will use it and if a highway is widened more cars will fill the highway. There is never been a highway expansion that helped alleviate traffic.
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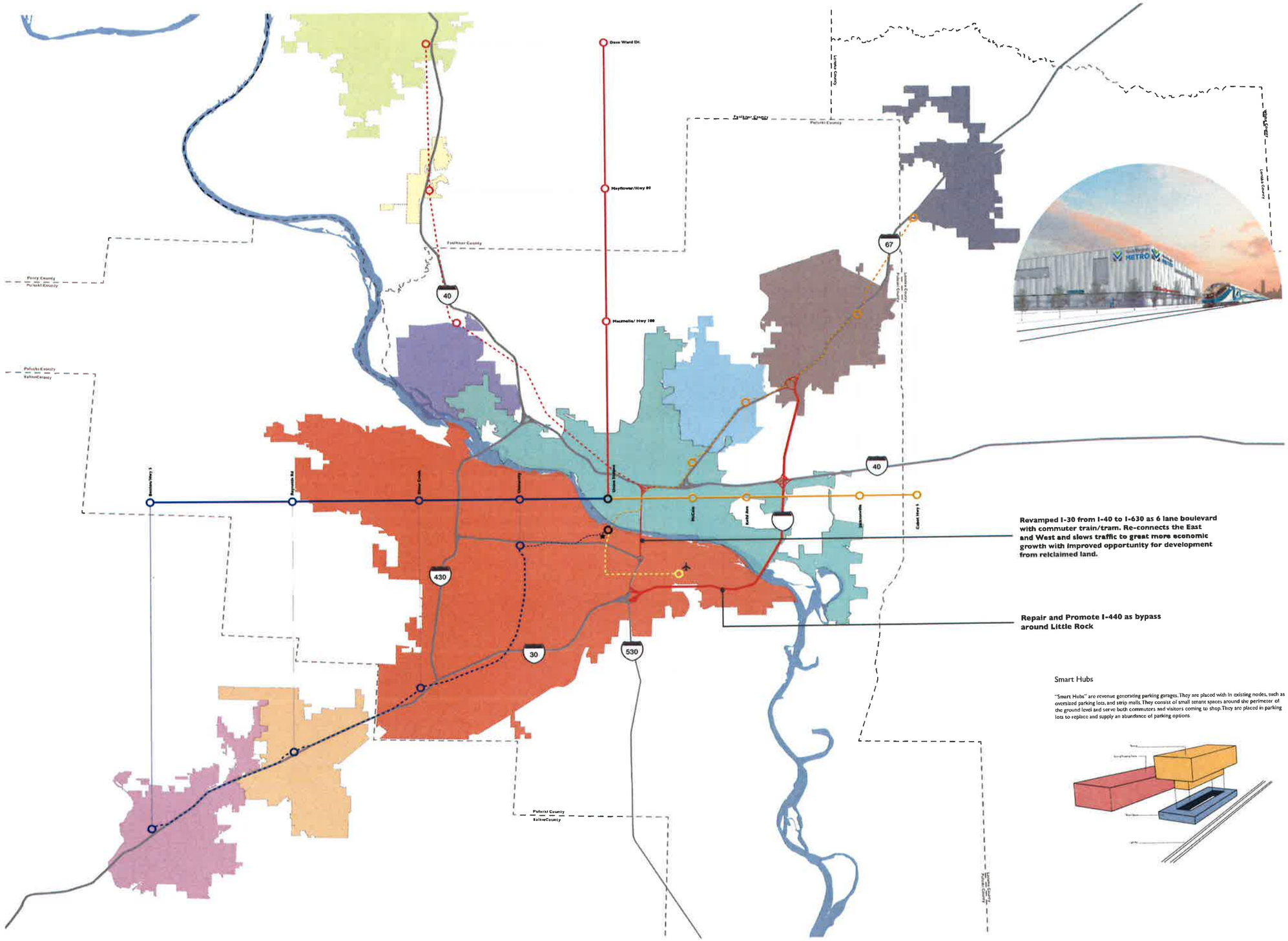
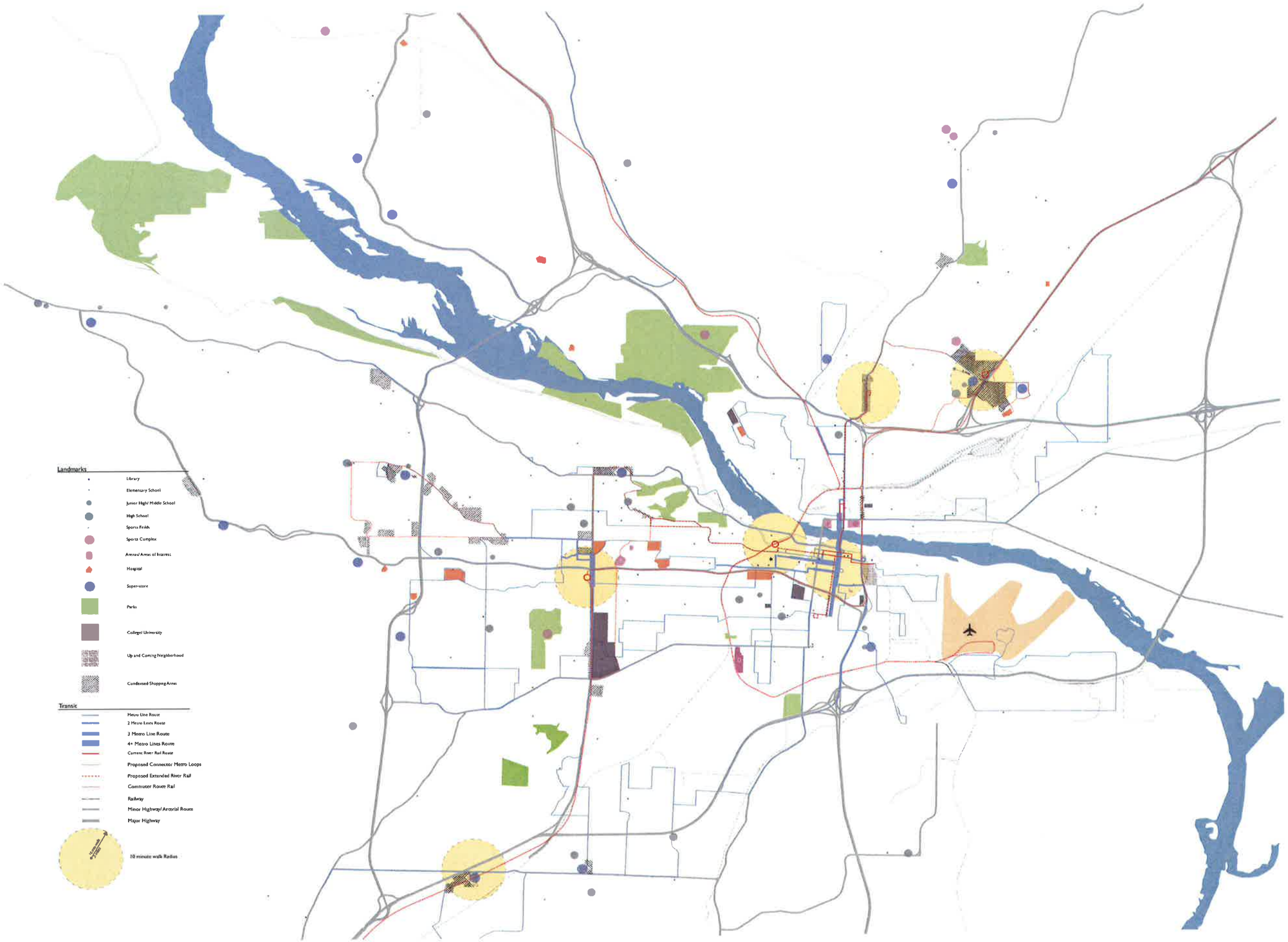
Mathew Smith
Master of Architecture Candidate
University of Tennessee



Smart Hubs

"Smart Hubs" are revenue generating parking garages. They are placed with in existing nodes, such as oversized parking lots, and strip malls. They consist of small tenant spaces around the perimeter of the ground level and serve both commuters and visitors coming to shop. They are placed in parking lots to replace and supply an abundance of parking options

Mathew Smith
Master of Architecture Candidate
University of Tennessee



Mathew Smith
Master of Architecture Candidate
University of Tennessee

Connecting Arkansas Program

From: callie wood <callielegerwood@hotmail.com>
Sent: Sunday, December 06, 2015 11:37 AM
To: info@30Crossing.com
Subject: 30 Crossing Comment
Attachments: CA0602_PM_CitizenCommentForm_PM5_December6.pdf

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

PUBLIC MEETING #5
FRIENDLY CHAPEL CHURCH OF THE NAZARENE (GYM)
116 SOUTH PINE STREET, NORTH LITTLE ROCK, AR
4:00 – 7:00 P.M.
THURSDAY, OCT. 22, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : callie smith

Address: 5917 north hillls blvd

north little rock AR 72116

Phone: (501) 400 -- 2245

E-mail: callielegerwood@hotmail.com

Comments: I do not support the proposed expansion of 1-30 through down town little rock. I believe the downtown area has made vast improvements in the last ten years; many of which are the direct result of increased consumer business and downtown life. We need to continue to bring people and business into the downtown area, not push them past it. I am also very disappointed that the city of Little Rock would willingly add finincial burden on the city by incurring the debt of returning federal grant money for the trolly system, which would have to

(Continued on back)

Comments (cont.): be returned if the proposed changes (removal) of the trolly tracks were made.

Additionally, this grant fulfillment failure would make it more difficult for the city to obtain future grants.

I would prefer money to be spent fixing existing road ways, downtown parking and making the trolly system useable. At present the trolly does not provide a viable option.

CAP
www.ConnectingArkansasProgram.com

Connecting Arkansas Program

From: David Laumer <dlaumer@uca.edu>
Sent: Sunday, December 06, 2015 12:42 PM
To: info@30Crossing.com
Subject: CITIZEN COMMENT FORM, AHTD JOB NUMBER CA0602, PUBLIC MEETING #5

ARKANSAS STATE HIGHWAY AND
TRANSPORTATION DEPARTMENT (AHTD)
CITIZEN COMMENT FORM
AHTD JOB NUMBER CA0602
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AHTD Connecting Arkansas Program Email: Info@30Crossing.com
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Recent Guidance from USDOT and FHWA, based on available research, suggests a much different approach to urban connectivity than the one proposed for public comment here and in meetings held since. Beyond USDOT, FHWA and other DOTs, organizations, such as the Congress for New Urbanism, the Urban Land Institute and even the National Realtors Association, have come out in favor of livablity and true multimodal connectivity to create more attractive, healthy and valuable urban landscapes, where streets are complete and congestion is managed--not eliminated.

A further complication is the context of the facility where the nature of the neighborhoods surrounding the facility have changed dramatically over the life of the existing structure. At the time of its original completion, the area around the bridge was industrial and so the noise and traffic associated with the facility was considered acceptable. Today, the areas adjacent to the bridge are devoted to public uses best characterized as cultural attractions, festival grounds and tourist destinations. Those areas that are not yet devoted to these uses are being held for future use by developers and others. Any facility at this location must consider these adjacent uses to ensure safety and respect context.

Given available guidance and experience, the very long life of the proposed structure, and the remarkable change in the context of the structure, together with the fact that more and more DOTs are removing urban freeways to replace them with parkways or even city streets to create more livable urban neighborhoods, I urge the reconsideration of fundamental assumptions underlying the decision process before proposing any facility or final alignment.

Regarding concerns as to the underlying assumptions inherent in the project, a focus on the elimination of congestion is misplaced, not unlike chasing rainbows, where just as we approach the pot of gold (or congestion) it moves further down the road and now we have another widening project to scope. Worse, the sort of widening project being proposed at 30-Crossing ignores evidence that adding capacity to reduce congestion has the opposite effect. Induced traffic is created as new commuters are attracted to the new facility ensuring a return of congestion. Instead, managing congestion is the current best practice where communities and DOTs calculate where to employ congestion to increase road user safety and support local business interests.

The other concern here is with the notion, implied in the design; that a federal interstate facility is the preferred option for moving local traffic between local destinations.

John Norquist looked at the local landscape and suggested a bridge across the Arkansas River be added to connect US Highways 161/70 and 365 to allow traffic to cross the river between Rose City and the area of the Clinton Airport and the Hanger Hill neighborhood. Such a facility would move local trips off of the Interstate System and a bridge at that location could be built first to address phasing issues involved in the reconstruction of I-30. An origin and destination study would likely support this option to allow local traffic to avoid the interstate corridor entirely and cross the river on a new bridge that provides a complete street option for connecting Highway 161 near I-40 in North Little Rock to Little Rock and existing under utilized facilities near the airport and connecting to Highway 365. Over time, this new urban corridor would benefit local business interests and support underserved communities, while interstate trips with local destinations would also be shifted off of Highway 167/I-40/I-30.

Beyond the fundamental concern regarding the stated objectives of congestion elimination associated with the proposed project, there are operational and implementation issues that include:

1. The proposed footprint of the facility which is too wide in an area filled with cultural attractions and where significant cycling and walking on existing surface streets would be displaced by the limited access facilities proposed. This displacement would hinder economic development where neighborhoods are just now seeing revitalization as the positive impact of the Clinton Library and School, along with the Heifer International campus are being realized. Instead of a bigger, wider, faster facility at this location, this is an excellent time to consider a less invasive form of connectivity to better fit the context of this emerging center of culture and tourism.

2. Any facility proposed at this location must be designed for a slower operational speed to reduce both road noise and the speed of motorists exiting the facility in the area of these festival grounds and cultural attractions. The proposed facility must act to calm traffic, as that term is defined by FHWA, to ensure the safety of visitors who will be driving or on foot or on bicycles in the area of any offramp. A design speed of 35 MPH or less would prepare motorists to exit the facility in this most urban of locations. Motorists would be going slowly enough to allow them to recognize the nature of the neighborhood they have entered and would be less likely to maintain high speed as they encounter pedestrians, cyclists and motorists who may be parking or otherwise distracted. These reduced speeds would reduce the deafening sound that

currently impacts the desirability of living or lingering in the area. Noise from the existing facility detracts from the user experience at the Rivermarket, the Clinton Presidential Library Park and at commercial venues where locations directly adjacent to the facility are negatively effected.

3. Given the availability of two other interstate bridges in the metro, calming this facility to reduce noise and increase safety while narrowing its footprint would likely make it less attractive to thru traffic. This would act to further reduce ADT at this location, bringing the purpose and need of the facility, as proposed, into question.

4. A best practice would have included a delay in the demolition of the Broadway Bridge to allow completion of the planning process for 30-Crossing. That scheduled demolition will significantly (if only temporarily) increase congestion in ways that will mislead local road users and leaders and likely impact the decision process, overstating demand at the location under review.

The following was provided by FHWA late this last week and was not available at the time of the hearing:

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

A policy brief, prepared by the *National Center for Sustainable Transportation*, found that additional roadway capacity does not alleviate traffic congestion. Research demonstrates that increases in roadway capacity eventually increase vehicle miles traveled (VMT). Moreover, this increase in VMT counteracts the reductions in greenhouse gas emissions that would result from reduced congestion. http://www.fhwa.dot.gov/livability/he_digest/he120315.cfm

If you would like source materials for other statements included above, just let me know. Thank you

--

Bud Laumer, AICP, LCI#2210
UCA CED Program

Connecting Arkansas Program

From: aleslie99@gmail.com
Sent: Sunday, December 06, 2015 1:51 PM
To: info@30Crossing.com
Subject: renewal of the earth

Regarding your attention to the downtown transportation systems on the river and off.
No question any debate to Leave every tree upright and healthy; Heal those trees that are struggling; Protect the new growth of all species of trees.
Play a game and see how you will not cover any surface of exposed earth with any chemical or cement; and you will uncover as much earth that is presently covered in tar Bikers and walkers perform better on earth literally ...no materials for pathways except soil

Resign the need for parking behind the buildings lining Clinton avenue as well as all parking along the river walk.
Lighting should be generated by solar, water, or wind; in fact, all energy used is required to hold the seal of renew ability.

Thank you for your desire to create a unique experience.

Leslie Baldwin

Sent from my iPhone

Connecting Arkansas Program

From: Daniel Lilly <dkl3rd@yahoo.com>
Sent: Sunday, December 06, 2015 2:25 PM
To: info@30crossing.com
Subject: Re:30 Crossing Public Comment

Don't do this. Please.

Daniel K. Lilly III
111 East Markham Loft B202
Little Rock, AR 72201
501-590-0852
DKL3RD@yahoo.com

Connecting Arkansas Program

From: jscottwalt@gmail.com on behalf of Scott Walters <swalters@christchurchlr.org>
Sent: Sunday, December 06, 2015 2:55 PM
To: info@30Crossing.com
Subject: 30 Crossing Comments
Attachments: Highway Commission.pdf

As pastor of a downtown church whose neighborhood will be very affected by the 30 Crossing project, I thank you for your invitation to contribute my perspective. My comments are attached.

Best,

The Rev. Scott Walters
Rector

Christ Episcopal Church
509 Scott Street | Little Rock, AR 72201
tel 501.375.2342 | christchurchlr.org

Christ Church

To Director Scott Bennett and Members of the Arkansas State Highway Commission:

I am writing to add my voice to those in opposition to the Arkansas Highway and Transportation Department's current plans to widen I30 and their proposals for dealing with traffic specifically in downtown Little Rock, the neighborhood in which the church I serve has existed for 175 years.

It happens that I spent the past summer on sabbatical studying the theology of the built environment, spending time with the Rev. Dr. Timothy Gorringe of Exeter University, the world's foremost thinker on the subject. I mention this because my comments here will probably be from a very different vantage point and will often be more general and philosophical, but I hope you will agree that they involve matters that we cannot afford to ignore.

After my summer's work, I have come to believe only more strongly that there are ethical dimensions to what and how we build our cities and that these dimensions are mostly invisible to the people who do the designing and building. The old cliche about good intentions paving roads in wrong directions has become apt in frighteningly literal ways in our country, especially over the past half century.

We are watching the planet warm to what may be a disastrous level. We have watched income disparities grow to what is certainly a disastrous level. We have watched our cities grow more segregated along lines not only of race and class, but political ideology, age, and much more too often to disastrous results.

Highway engineers are not trained to think on such matters. But they must. Our roads and the structures of our cities matter to all these trends, and unless there is some way that these issues exert pressure on what we actually build, we will continue to do long term damage as we solve short term problems short sightedly.

More and bigger highways liberate people from their neighborhoods and introduce more competition into the marketplace. The poor have access to the lower prices of the big box stores further away, and this seems good. The unintended consequence is that neighbors are much less likely to buy from neighbors. Jobs that once existed nearby have been exported, not to the Far East, but to the far side of town. Poverty becomes more intensely concentrated as shops leave the neighborhood, taking the good work with them, and ills that we desperately need to address become only more likely to emerge.

As Pope Francis has articulated powerfully, global warming is yet another way that the lives of the poor are already being punished for the excesses of the rich. As an American, I include myself firmly among "the rich." Lives and livelihoods are already in jeopardy in vulnerable communities around the globe from climate change. Statistics will be cited letting us know how much carbon is emitted in congestion and how much less will be if we allow those traffic jammed cars to get on their way. What the stats belie is the fact that more and bigger roads

Little Rock's Downtown Episcopal Church
509 Scott Street | Little Rock, AR 72201 | PH 501.375.2342 | christchurchlr.org

entice all of us to drive much further and much more. And so the carbon footprint of an American is almost 2 1/2 times that of a citizen of England.

Pouring resources into roads rather than other modes of transportation is part of this problem. And it is one we can change if we find the will. This summer I spent July in a town of about 5,000 people a few miles south of Exeter, which is a city of about 125,000 and the second largest in Devon. I did not need a car because investments were made in trains and buses and not only in making ways for individual drivers. Assumptions in our country about how many citizens are necessary to support public transportation are nonsense to anyone who's traveled elsewhere in the world.

I'll end with a local anecdote. When I walk from Christ Church to the Main Library, I cross the street where the Cantrell exit from I30 tears through downtown to LaHarpe. There is a small grass island near the Copper Grill, and on that island a path has been worn by the feet of the downtown poor as they dash across the highway to get to the free warmth and shelter of the library for a few hours. That path, a "desire line" is what it's called, speaks volumes. It was made by people who don't have the resources for a car or a voice in this present debate, and so as our city is increasingly made only for those who do, they will be increasingly left to run, often literally, for their lives through the ever increasing traffic made by the rest of us.

In the end and concretely, my appeal is that we at least abide by the very modest constraints Metroplan has devised for our region after decades of study. This will mean inconvenience for some of us. But that inconvenience can and will serve to return us to our neighborhoods and to our neighbors if we commit to it. The highway commission is hardly the only party that will have to commit to such work, but it can be an important partner to it, if it honors Metroplan's work and brings the health and transportation of people within their local communities at least somewhat into view.

Thank you for considering my thoughts. I remain

Sincerely yours,

The Rev. Scott Walters, Rector
Christ Episcopal Church, Little Rock

Little Rock's Downtown Episcopal Church
509 Scott Street | Little Rock, AR 72201 | PH 501.375.2342 | christchurchlr.org

Connecting Arkansas Program

From: Smith, Mathew D <msmit311@vols.utk.edu>
Sent: Sunday, December 06, 2015 3:24 PM
To: info@30crossing.com
Subject: 30 Crossing Public Meeting
Attachments: 30 Crossing.pdf; CA0602_PM_CitizenCommentForm_PM5_December6.pdf

To whom it may concern,

Please find the attached comment form and .pdf file. As a designer I have chosen to comment through graphical representation.

Sources for images are available upon request.

Best,

Mathew Smith
Masters of Architecture Canidate
University of Tennessee
501.231.3364

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

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AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)

Name : Mathew Smith

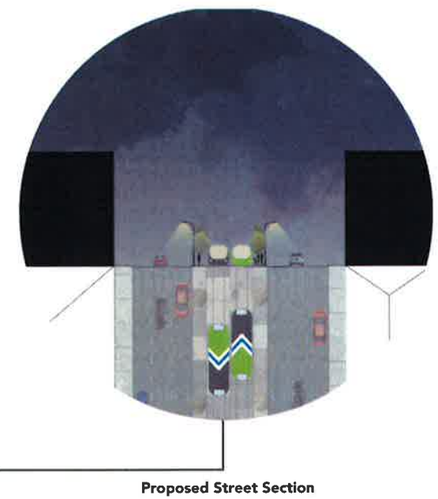
Address: 9400 W Lake Cir
Sherwood AR
72120

Phone: (501) 231 -- 3364

E-mail: msmit311@vols.utk.edu

Comments: Please see the attach .pdf images titled 30 Crossing

(Continued on back)



Character Reference: Canal St., New Orleans

I-30 Corridor Aerial Photo and Plan

1" = 600'

Improved 30 Crossing:

smart hubs, light rails, improved by-pass, economic development, connecting east to west and metro transit

30 Crossing

By recreating the I-30 corridor from the I-630 to I-40, neighborhoods previously disconcted can be reconnected. The reclaimed land from embankments and on and off ramps can be rebuilt and provide significant economic growth in the center of both Little Rock and North Little Rock.

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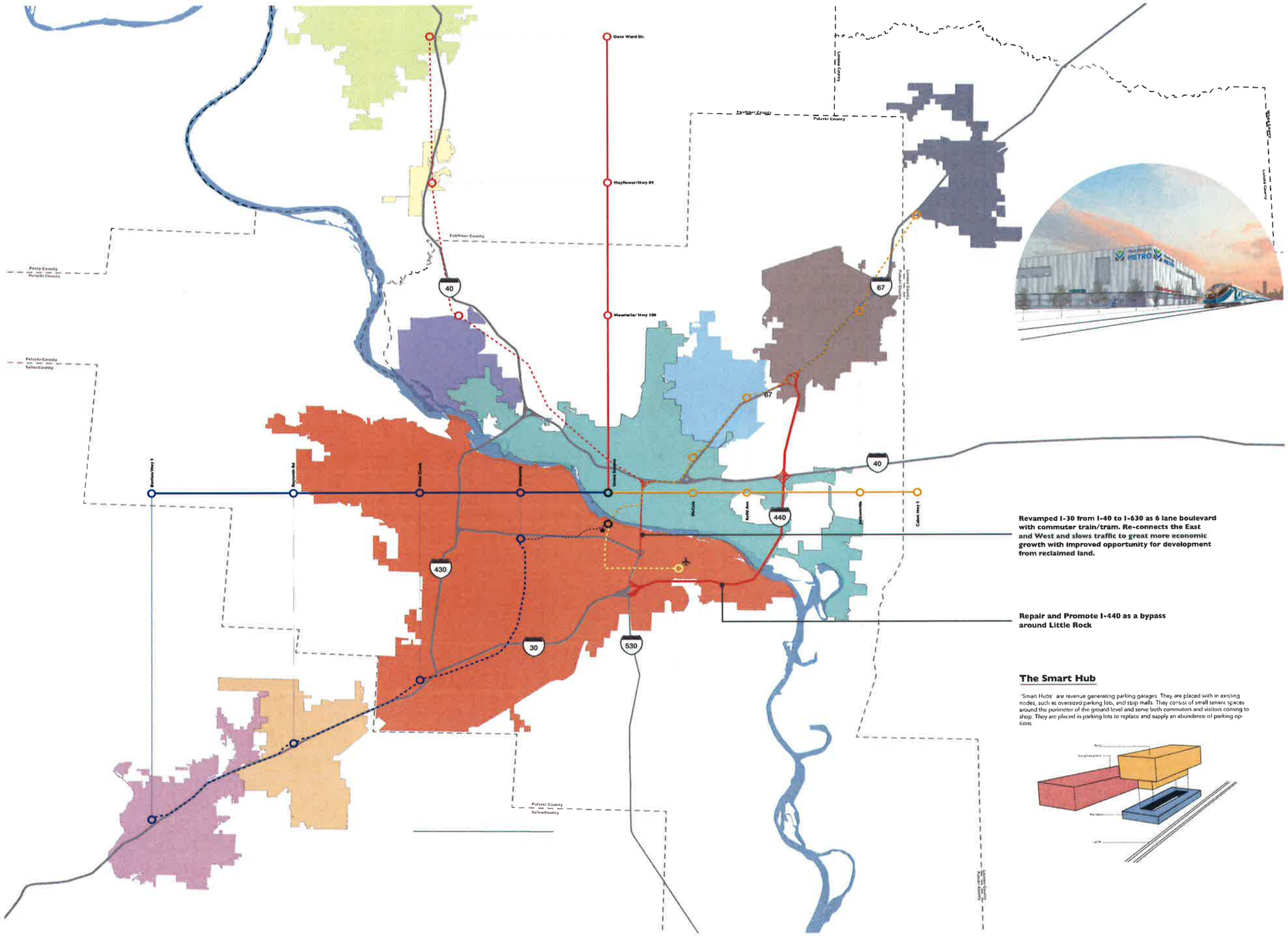
I- 440 Bypass

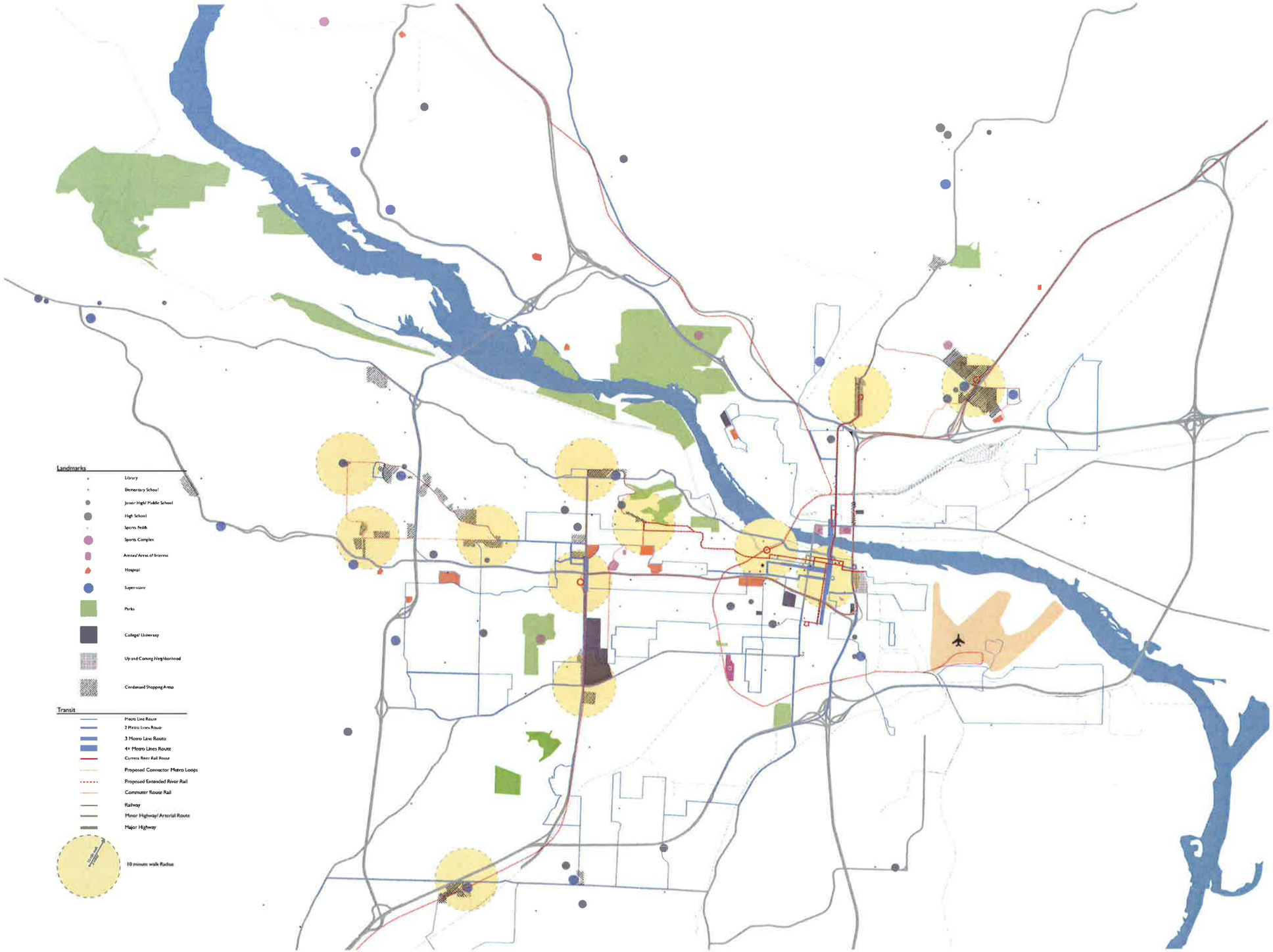
The I-440 should be repaired, maintained and promoted as the by-pass route for Little Rock. It was originally planned to be a continuous loop around the metropolitan area. The northern section of this highway called North Belt Freeway Project, remains unbuilt 75 years later it was originally planned. The delayed development has caused the completion of I-440 to be nearly impossible with several private developments to be obtained before construction commences. The current plan should be to promote I-440 as the faster, and less congested route for traffic that is passing through Little Rock.

Mathew Smith
Master of Architecture Candidate
University of Tennessee



Little Rock Commuter Train Plan

Mathew Smith
Master of Architecture Candidate
University of Tennessee



Little Rock Nodes and Paths Plan

0 .5mi 2mi 4mi

Mathew Smith
Master of Architecture Candidate
University of Tennessee

Connecting Arkansas Program

From: steve strauss <straussnyc@verizon.net>
Sent: Sunday, December 06, 2015 3:49 PM
To: info@30crossing.com
Subject: Comments on PEL Process
Attachments: AHTD 30Crossing Comments 12-6-15.docx

Dear AHTD,

Attached please find comments on your proposed 30 Crossing project.

Thank you,

Steve Strauss

Steve Strauss
3001 Veazey Terrace, NW apt. 1332
Washington, DC 20008

December 6, 2015

AHTD Connecting Arkansas Program
RE: 30 Crossing Public Meeting
4701 Northshore Drive
North Little Rock, AR 72118

Re: **30 Crossing Environmental Impact Statement**

Dear AHTD:

I would like to submit the following comments on the proposed 30 Crossing bridge replacement and highway expansion project. I own an interest in commercial property less than ½ mile from the project corridor and am fully familiar with the area.

First, I would urge that the bridge replacement and safety improvements option with no lane expansion be included as an EIS alternative. This should, in essence, be the no build alternative because no one objects to replacing the bridge.

Second, I would urge the removal of the consideration of a main lanes with collector/distributor lanes design option. These are nothing more than express lanes which would encourage through drivers to use I-30 through downtown North Little Rock and Little Rock rather than the more appropriate by-pass Interstates.

Third, the overall planning concepts show little concern for the existing built environment in downtown Little Rock and North Little Rock. All of the design options focus extensively on moving cars into, out of and through the area faster. This is no longer a best practice in highway design work around the country.

Fourth, the EIS should explain why transportation demand management opportunities were, or at least seem to be, omitted from the project. Where are the real time traffic information signs for the regional highway network? What would be wrong with introducing ramp metering as part of the project? Why does the AHTD refuse to fund multi-modal transportation options in Central Arkansas?

Fifth, the EIS needs to evaluate the environmental justice aspects of the expansion options. Most of the remaining residential neighborhoods east of the corridor are low income and minority. The construction of I-630 east of University Avenue had very negative impacts on working class neighborhoods in Little Rock and the combined impact of both I-30 and I-630 downtown has been to divide neighborhoods and hasten disinvestment.

Sixth, the EIS should discuss the value of sidewalks and bike lanes in the corridor and over the bridge.

Seventh, the EIS should detail the costs and benefits of decking the below grade portions of the corridor in downtown Little Rock as partial mitigation for the damage the project does to the redeveloping parts of downtown. Highway decking has been used in Boston, the District of Columbia and other places as a mitigation element for urban freeways.

Eighth, the EIS should explain the claims in the presentations on highway safety. Are the projected number of accidents simply an extrapolation of the ratio of accidents and traffic volume today vs. the same ratio of accidents at a higher traffic volume in 2040? Are there safety improvements that could be included in a more modest bridge replacement program that would remove some of the significant safety hazards? AHTD should provide data on the locations and type of accidents in the corridor.

Lastly, the EIS needs to discuss the induced demand created by a one or two lane widening of the Interstate in each direction in the corridor. Induced demand is a well-recognized risk in a project like this and may seriously reduce the value of the expensive AHDT-preferred option.

Please include my comments in the record of the NEPA process and keep me on the project mailing and/or e-mail list.

Sincerely,

Steve Strauss

cc: Angel Correa, FHWA

Connecting Arkansas Program

From: somers.collins@gmail.com
Sent: Sunday, December 06, 2015 7:45 PM
To: info@connectingarkansasprogram.com
Subject: CAP Online Request

From: somers collins -somers.collins@gmail.com

I just returned from downtown Denver. The downtown had a main street lined with stores and resturants....no cars, only free trolleys running in each direction. I can imagine this scenario running from from Main LR to Main NLR!

Connecting Arkansas Program

From: Keith Sexton <kjsexto@gmail.com>
Sent: Sunday, December 06, 2015 9:27 PM
To: info@30crossing.com
Subject: I30 plans

Hi,

I think that you should take your plans to expand I30 and shove them up your ass.

Sincerely,

Keith Sexton

Connecting Arkansas Program

From: John Hedrick <johedrick6@gmail.com>
Sent: Sunday, December 06, 2015 9:48 PM
To: info@30Crossing.com
Cc: info@athd.ar.gov
Subject: Public Comment on 30 Crossing

While I support the North Little Rock improvements at the North Terminal to improve traffic flows from the present I-30 to I-40 and US 67, and improved exits, the ten-lanes proposed must be reconsidered. I ask that alternatives be given a fair and impartial analysis. Ten lanes:

- Do not fit the newly adopted long-range plan--Imagine Central Arkansas
- Are too expensive to build and maintain
- Disrupt neighborhoods
- Destroy the ambiance of the parks and pedestrian/bicycle linkages that make downtown Little Rock so attractive
- Will create other congestion problems, e.g. I-630, I- 530, I-30 south, that will require future projects at greater expense to correct

Based on my attendance at public meetings, alternatives to ten-lanes receive a prompt dismissal without fair and impartial analysis. Please give alternatives a fair analysis to develop an improved project that will deliver value to all. Please properly consider:

- Designate I-440 as I-30 to remove casual Memphis - Dallas traffic using I-40/I-30 from 30Crossing
- If you must go beyond the Imagine Central Arkansas plan, fully and impartially analyze an eight-lane plan
- Consider 2 through lanes and 2 C/D lanes (or 2 express and 2 local lanes) in each direction in the eight-lane plan
- Consider alternative life-cycle costs including all maintenance

The preferred ten-lane plan not only offends those interested in preserving the livability of our great city, but also it flies in the face of our conservative values in a no tax--no spend political atmosphere. Please exercise fiscal constraint and develop a plan that delivers best value to all.

John O. Hedrick
305 East 15th Street
Little Rock, AR 722

Connecting Arkansas Program

From: plhedrick@suddenlink.net
Sent: Sunday, December 06, 2015 10:26 PM
To: info@30crossing.com
Cc: info@ahtd.ar.gov
Subject: Comment of 30 Crossing

While I support rebuilding the Arkansas River Bridge and the North Little Rock improvements to improve safety and traffic flows from the present I-30 to I-40 and US 67, and improved exits, an alternative to the ten-lanes proposed must be considered.

We recently moved from Texas to Little Rock for its amenities, livability, and transportation options. 30Crossing's ten-lanes would destroy the very amenities that brought us here. Develop a plan that does not destroy what is making Little Rock a great place to live, work, and play.

Please consider alternatives that adhere to the newly adopted long-range plan--Imagine Central Arkansas. Consider an alternative that we can afford to both build and to properly maintain. Consider an alternative that does not disrupt neighborhoods and that preserves the ambiance of our parks and pedestrian/bicycle paths.

Ten lanes will only move congestion that will require further expensive projects to move it on down the road. Consider designating I-440 as I-30 to remove Memphis - Dallas traffic using I-40/I-30 from 30Crossing.

Bring us a cost effective plan.

Patricia L. Hedrick
305 East 15th Street
Little Rock, AR 72202

Connecting Arkansas Program

From: Richelle Brittain <rbbrittain@yahoo.com>
Sent: Sunday, December 06, 2015 11:36 PM
To: info@30crossing.com
Subject: Expanded comment on 30 Crossing Town Hall Meeting
Attachments: AHTD Comment 12-2.pdf

I am writing this to expand on the comment form I mailed you on December 2 (PDF scan attached).

First of all, I am supportive of the 30 Crossing project; most of the people at the town hall meeting were NOT representative of those affected by the project. Many of them appear to be of the "don't expand freeways, make everyone use mass transit" crowd; but that attitude alone will *NOT* improve Rock Region Metro, much less the freeways. (I support the proposed sales tax for RRM; it recognizes that non-poor people won't start using RRM regularly unless it's improved, and the regressive nature of sales taxes makes it perfect for services like RRM that favor the poor.) They also are too used to the less-crowded state of the I-630 commute within Little Rock (restrained arguably by capacity issues at the Big Rock Interchange) to understand that I-30 downtown, especially across the river, has been overcrowded for DECADES. Indeed, they may be shocked to learn that AHTD was originally going to just WIDEN the river bridge; only after the Coast Guard (and some of us in the PEL phase) pointed out the navigational-channel issues, not to mention the cracked piers (a result of the narrowed navigation channel), did your attention shift to replacing the bridge (which these folks assume is the driving force). It seems they slept thru the PEL phase, then decided to attack it after discovering its recommendation was widening to 10 lanes. (Note: I went thru a gender transition earlier this year; I was still called Richard Brittain when I participated in the PEL.)

The fact is, the "tunnel to Cabot" (as one friend on Facebook tried to call this project -- in that sense it's also a "tunnel" to Jacksonville) already exists -- I-440. However, even I-440 is of limited use to folks in midtown Little Rock (such as myself) during afternoon rush hours when I-30 south (west) from I-630 to I-440 is almost as crowded as the river bridge itself -- not to mention we have to physically go SOUTH before going east & north on I-440. And the poorly-designed entrance ramp from I-630 to I-30 north (east) not only causes people to jump the line while merging in rush hours (illegal under present Arkansas law), but also causes the shortcuts thru Hanger Hill that people there complain about. (Ironically, I'm on both sides of this now; though I've used the Hanger Hill shortcut myself, one of my close friends now lives in an apartment complex in Hanger Hill, though not right on the shortcut.) And anything other than widening I-30 -- reviving the Midtown Expressway project (whether with bridge at Pike or Chester), a connector between I-630 & US 67 (as some folks proposed earlier), etc. -- will create even MORE barriers dividing inner-city neighborhoods than we have now. (Not to mention rerouting Cantrell traffic across the river onto NLR's Riverfront Drive is infeasible because Riverfront doesn't have an adequate connection to I-30 -- the same reason it's underused by NLR residents today.) Those points were reiterated in the PEL phase; these folks who missed the PEL just don't get that. Instead, the PEL proposal improves I-30 traffic flow with only minimal land acquisition (and thus minimal neighborhood disruption); it actually creates new open spaces near the River Market & Clinton Center by removing the outdated loop ramps at the Markham Street Interchange (as Cantrell/Clinton was called for decades) that really don't serve those areas, while providing a potential enhancement that would make it easier for RRM to reliably use the freeway (bus-on-shoulder). And if Metroplan's "six-lane cap" can be waived for the Big Rock Interchange and the future widening of I-630 to University (as it already has), in my opinion it would be arbitrary & capricious for Metroplan to deny a waiver for I-30.

Anyway, on to my sketch that I created at the town hall meeting (based on an idea I had previously): It was intended to solve the problems with clashes between Highway 10 traffic (Cantrell/LaHarpe to I-30) and pedestrians at Markham & Cumberland -- the reason for rerouting Highway 10 onto 2nd & 4th (which I agree is not appropriate) -- while minimizing the disruption to the River Market. Retaining Highway 10 on Cumberland essentially as is (the current preferred alternative) does NOT solve those issues; there just isn't enough ROW, especially between the Stone Ward & Ten Thousand Villages buildings just south of Markham/Clinton, to widen Cumberland without demolishing a historic River Market structure. (Not to mention eliminating thru traffic on Cumberland south of 2nd would be harmful to RRM buses trying to reach the River Cities Travel Center.) Anything else that avoids demolition there only worsens the disruption; even a single-level elevated Highway 10 would be visually disruptive, and a double-decker would also be seismically inappropriate (remember the MacArthur Freeway collapse in the 1989 Loma Prieta earthquake), especially on the side of Little Rock most likely to be impacted by a New Madrid earthquake. Yet you can't do it east of Cumberland without demolishing other River Market structures, and for the most part you can't do it west of Cumberland because of the Historic Arkansas Museum -- especially its "Loughborough Block" (the half-block of original Little Rock structures Louise Loughborough first had preserved as the Arkansas Territorial Restoration, HAM's predecessor), which is why the Cantrell/Clinton ramp from I-30 ends at Cumberland; that block was sacrosanct even in the 1960's, and it should be even more so today.

My proposal solves both of these by finding what, in my opinion, is the ONLY path for Highway 10 thru the west portal to the River Market district that (a) is wider than Cumberland, (b) separates it from River Market pedestrian traffic, but (c) does NOT require the permanent demolition of historic structures (Loughborough Block, River Market or nearby); it would affect another part of the HAM property, but that can be mitigated (especially if my main idea of a short cut-and-cover tunnel is used, thus allowing the HAM structures there to be reassembled in place after it's built). The key to the HAM property affected -- the "Log Cabin Block" -- is that all of its structures there were originally built elsewhere, then disassembled & reassembled there; they can presumably be disassembled again, then reassembled either elsewhere or (if cut-and-cover is used) in their current location. It would also affect two other newer structures -- the Chamber of Commerce building, and the parking deck between the Stone Ward & Heritage Center buildings -- but though it may seem politically infeasible (not just the CoC, but also the Arkansas Times located in the Heritage Center building), the alternatives -- demolishing historic buildings, or for Times columnist (and former editor) Max Brantley, blasting or tunneling thru the Hillcrest ridge his home is built on for access to Riverdale from I-630 -- are worse. (There might be some archeological issues beneath the parking deck -- I recall from when it was an open parking lot that the ruins of some of Little Rock's earliest structures were there -- but that could be handled by unearthing the ruins properly, cataloging them, and donating them to the HAM.)

A grade-level route not only wouldn't solve the auto-pedestrian clash (only move it to another location), but it would also be infeasible due to how the route must cut thru the "needle's eye" as I called it in my illustration -- diagonally thru the 2nd & Cumberland intersection northwest-to-southeast, with relief only via the courtyard of the Main Library's Darragh Center which isn't enough to avoid intersection problems. (Though the Darragh Center itself isn't historic, you generally can't shift any further northeast without affecting the historic Stone Ward or primary Main Library buildings; it can't be shifted southwest because of the Loughborough Block.) An elevated route would be a problem there not only because it would visually disrupt the Loughborough Block, but also because a span thru the "needle's eye" might be too long (much like crossing the UP yards on the I-630/US 67 connector proposals). And though a depressed roadway might be workable in some parts of my route (I proposed it myself for the area closest to Markham, mainly to shorten the cut-and-cover tunnel so hopefully it will only need minimal ventilation), it can't carry 2nd & Cumberland over the "needle's eye"

without using plate-girder beams perpendicular to Highway 10, essentially the same as a cut-and-cover tunnel.

The main reason I prefer the cut-and-cover tunnel is it would permit the HAM to rebuild the "Log Cabin Block" structures in place, thus minimizing disruption to the HAM; it would also work well with converting the 100 block of Cumberland to a pedestrian-only street, mainly to relieve pedestrian traffic on Markham headed to & from the traditional River Market entrance (the start of President Clinton Avenue at Markham & Cumberland). However, if that would be infeasible (most likely due to issues keeping the southwest wall next to the Loughborough Block stable during construction, as well as avoiding any extended closures of 2nd or Markham that might affect the River Rail), another variant on that plan might be used instead. Director Bennett earlier mentioned a drainage tunnel under Rock Street, but I see that as a minor constraint; as long as a depressed route can return to street level in the block between the "needle's eye" and Rock, the drainage tunnel won't be an issue. (Of course, it won't be an issue for an elevated structure thru that area.) I also initially considered eliminating the bridge over River Market Avenue & Sherman Street (originally built to clear a pre-River Market railroad spur that no longer exists) to permit an intersection at River Market Avenue and give more space for the slope out of the tunnel, but if the River Rail's Clinton Center extension is maintained on its current route that may not be feasible; also, the drainage tunnel means that won't help with the tunnel slope.

Finally, I did mention the idea of naming the new I-30 bridge for Maya Angelou. A lot of people don't know that the poem Angelou wrote for President Clinton's first inaugural, "On the Pulse of Morning", was inspired by this part of Little Rock's past as the Arkansas River crossing for the Southwest Trail, the northeast-to-southwest military road across Arkansas (roughly paralleled today by I-30, US 67, and the UP/MoPac mainline) that was one of the key overland routes during Arkansas' territorial & early statehood period not only to Arkansas itself, but also to Texas. (I guessed it after hearing the poem for myself. At the time, I was on the Future-Little Rock task force that proposed Little Rock's Racial & Cultural Diversity Commission along with Dr. Patricia McGraw, then a UALR professor -- she may have retired from UALR by now, but I understand she's still in the area; Dr. McGraw met with Angelou during the inaugural, and she privately confirmed to me that I was correct.) The I-30 bridge site is one of the two historic ferry crossings for Southwest Trail traffic -- the one that inspired Ferry Street in both Little Rock & NLR. (The other was at Little Rock's namesake rock, now the site of the Junction Bridge.) That may as well have been why the prototype model of the Main Library (which I understand is now in that building), facing Rock Street (named for the rock) and redeveloped around that time, had Angelou's last name included on its "parapet" wall (eventually implemented as a frieze) listing the names of famous writers, though she was excluded from further consideration as she was still alive at the time. Thus, naming the I-30 bridge for Angelou would be more than just an honor for one of the most famous poets ever associated with Arkansas (though I don't think she ever lived here after her childhood in Stamps); it would also historically tie the new bridge to the site itself, the River Market, and the Clinton Center.

(I also initially suggested a sculpture next to the bridge, basically a visual representation of a bird in a cage intended to evoke Angelou's most famous autobiographical novel, I Know Why the Caged Bird Sings, mostly set during her childhood in Stamps. However, it might not be possible to build it -- especially the bird -- big enough that people could see it from I-30. I still think the idea is worth pursuing, but it may need significant modification and a dedicated non-highway funding source. Still, something like that might be good for the site's long-term plan, especially for maintaining the underside of the bridge in the Clinton-to-3rd area as open as possible much like the existing bridge.)

Sincerely,
Richelle Brittain

6105 Father Tribou St. Apt. 12
Little Rock, AR 72205
(501) 265-0151
rbbrittain@yahoo.com

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)

CITIZEN COMMENT FORM

AHTD JOB NUMBER CA0602
30 CROSSING PROJECT
I-530 – HWY. 67 (I-30 & I-40)
PULASKI COUNTY

TOWN HALL MEETING
CLINTON PRESIDENTIAL CENTER (GREAT HALL)
1200 PRESIDENT CLINTON AVENUE, LITTLE ROCK, AR
6:00 – 8:30 P.M.
MONDAY, NOV. 16, 2015

Make your comments on this form and leave it with AHTD Connecting Arkansas Program personnel at the meeting or mail/email by **December 6** to:

AHTD Connecting Arkansas Program
RE: 30 Crossing Town Hall Meeting
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com

(Please Print)
Name: Richelle Brittain

Address: 6105 Father Tribou St. #12
LR, AR 72205

Phone: (501) 265-0151

E-mail: rbbrittain@yahoo.com

Comments: Drawing on back on concept for short tunnel connecting Lattarpe to I-30, separating Lattarpe traffic from River Market traffic (cars, pedestrians, River Rail) I plan on submitting a lengthier comment by email detailing the rationale, as well as comparing to other alternatives (and also proposing the new I-30 bridge be named for Maya Angelou, with rationale & a unique sculpture in the green space next to it).

(Continued on back)

Comments (cont.):

Connecting Arkansas Program

From: Christian Parks <cnparks38@yahoo.com>
Sent: Sunday, December 06, 2015 11:40 PM
To: info@30crossing.com
Subject: Job CA0602 Interstate 530 – Highway 67

Good day,

This proposed project is a waste of money that has negative impacts that are not justified by the short sighted ends at target here. It has been proven that this outdated methodology does not alleviate traffic congestion and in fact only encourages more motorists to take the same route. I intend to vote against any public official that supports this project, not only in their next election cycle, but in every election cycle in which that official is ever relevant.

Thanks,

Christian N. Parks
Attorney-at-Law
501.952.6876

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