

Appendix D:

Public and Agency Coordination Documentation

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Appendix D-1:

Public Involvement and Agency Coordination Plan

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PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC INVOLVEMENT AND AGENCY COORDINATION PLAN



CA0602
Interstate 530 – Highway 67

September 2014



Arkansas State Highway &
Transportation Department



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1.0 INTRODUCTION

The Arkansas State Highway and Transportation Department (AHTD) is dedicated to working with others to provide safe and reliable transportation solutions for Arkansas. To assist in part with accomplishing this objective, AHTD is initiating a Planning and Environmental Linkages (PEL) Study as part of the Connecting Arkansas Program (CAP) CA0602 Project for the I-30 Corridor in Little Rock and North Little Rock. The PEL process was established by the Federal Highway Administration (FHWA) to provide a more efficient process of identifying, evaluating, and selecting preferred transportation improvements. This process allows early planning-level decisions to be carried forward so that future National Environmental Policy Act (NEPA) requirements are connected and planning analyses and decisions are not revisited.

In addition to informing and expediting the NEPA process, the PEL process will provide an opportunity for early coordination with the public as well as local, state and federal agencies in a transparent and collaborative environment. By working together, alternatives and avoidance measures can be developed at a local level. A PEL process will identify and document transportation needs and potential improvements for the study area.

The purpose of this Public Involvement and Agency Coordination Plan (PIACP) is to present the tools and strategies that will be implemented during the agency, stakeholder, and public/elected official coordination conducted as part of the PEL Study. Coordination with agencies, stakeholders, and elected/local officials will be initiated at project inception and will continue throughout the PEL process. Public coordination and outreach efforts conducted during the course of the PEL Study may be included by reference into future planning documents that are prepared in support of other specific transportation solutions that may emerge from the PEL process.

The proposed PEL study area has been delineated as depicted in **Figure 1** below. It is approximately 6.7 miles in length and extends through portions of Little Rock and North Little Rock in central Arkansas. The proposed study area extends along I-30 from I-530 to the south and I-40 to the north, and along I-40 to its interchange with Highway 67 in North Little Rock. This corridor was previously assessed and identified as an alternative for further study as part of *Phase 1 Arkansas River Crossing Study*, completed in 2003. This study analyzed travel through central Arkansas and across the Arkansas River. The I-30 portion of the study area also corresponds with the voter-endorsed improvements to I-30, a project that was included as part of the constitutional amendment passed during the November 2012 election for a 10-year, half-cent sales tax to improve highway and infrastructure throughout the state of Arkansas. I-30 and I-40 not only provide access from the downtown areas of Little Rock and North Little Rock, but also support traffic traveling to and from origins and destinations outside of the immediate metropolitan area.



Figure 1. Proposed PEL Study Area

1.1 Purpose of the Public Involvement and Agency Coordination Plan

The PIACP outlines the tools and strategies proposed for agency coordination and public involvement that will be implemented during the PEL process.

The purpose of the PIACP is to:

- Identify the overall public involvement/agency coordination approach;
- Set goals for the public involvement/agency coordination program;
- Identify affected stakeholders (e.g., elected/local officials, agencies, community organizations, and the general public) and expectations for their involvement;
- Establish strategies to achieve the goals of the public involvement/agency coordination program and characteristics of the targeted audiences; and
- Identify specific tools and techniques to support the strategy.

1.2 Goals of the Public Involvement and Agency Coordination Plan

The application of the following PIACP goals will help guide the PEL process:

- Provide users, property and business owners, elected/local officials, agencies, community groups, and other stakeholders served by the study area with sufficient opportunity to contribute input to AHTD to inform and help shape the results of the PEL Study.
- Throughout the process, work with participating agencies and local officials to obtain informed consent.
- Ensure that traditionally underserved populations, including those with limited English proficiency and low literacy populations without personal transportation are included in accordance with Executive Order (EO) 13166.
- Proactively determine and engage minority and low income populations in accordance with EO 12898.
- Maintain communications, outreach and collaboration with AHTD and other transportation providers, government agencies, and public and private partners.
- Identify and use innovative tools and strategies to collaborate and effectively share information and to empower the public in the process.

1.3 Study Team Roles and Responsibilities

AHTD and its consultant staff (Study Team) will be responsible for leading the public outreach, stakeholder, and agency coordination efforts. These responsibilities will generally include, but will not be limited to:

- Determining the purpose, content, and format for each meeting to be held with stakeholder groups and the Technical Work Group (TWG).
- Determining the membership, roles and responsibilities, protocols, and meeting purpose, content, and format for the stakeholder meetings and TWG meetings.
- Determining and/or approving the dates, and locations of coordination meetings with the stakeholder groups and the TWG.

- Developing, providing comments, and approving all public outreach tools and meeting materials and coordinating with FHWA as required.
- Preparing notes and appropriate documentation for all coordination meetings with stakeholder groups and the TWG.
- Serving as the primary point of contact for all media requests, open records requests, elected/local official requests, and public inquiries.
- Maintaining a stakeholder tracking file (mailing list).
- Developing a PIACP for review, comment, revision, and approval by the FHWA.
- Coordinating and reserving meeting space for the TWG, other stakeholder (upon request) and public open house meetings.
- Developing meeting materials, addressing technical comments, and documenting communications and meetings with FHWA and other agencies.
- Developing study information for placement on the website, social media and electronic distribution.
- Managing and recording study-related inquiries received via the information line, email address and website.
- Leading coordination and developing informed consent with agencies and the TWG on technical issues.
- Coordinating logistics, providing staff support, and preparing summary documents for all three public open house meetings.
- Coordinating all meeting notices and display advertisements.
- Providing ongoing technical support, including facilitation services, for all agency and public involvement activities as needed.

1.4 Technical Oversight Committee

A Technical Oversight Committee (TOC) will be formed and charged with providing technical assistance to enable the efficient development of the PEL Study. The TOC will involve the appropriate technical resources within (and external to) AHTD to provide timely input, suggestions, feedback and/or guidance on the PEL. The TOC will be comprised of the following members:

- CAP Administrator, Chair
- Planning Lead, Member
- Design Lead, Member
- Construction Lead, Member
- Environmental Lead, Member
- Programming Lead, Member
- CA0602 Project Manager, Member
- FHWA Representatives, Members

In addition to the TOC, additional AHTD resources/subject matter experts (including but not limited to AHTD staff involved in planning, environmental, right of way, utilities, railroad coordination, materials, communications, public involvement, accounting and contracting) will support the TOC to assist in expediting the PEL.

2.0 TOOLS AND STRATEGIES

The following outreach tools and strategies will be implemented to accomplish the PIACP goals and objectives.

2.1 Website

The Study Team will develop study-specific information for the existing CA0602 web page on the on the CAP website (www.connectingarkansasprogram.com) to communicate project information and public involvement activities throughout the PEL process. The Study Team will develop and update information on the site as needed. The website will offer access to the information listed below, in addition to other materials developed as the study proceeds. Website content may include, but may not be limited to the following:

- Study milestones;
- Meeting announcements;
- Media releases;
- Photos and/or videos; and
- Website links.

AHTD will also collect all comments received through the website, and will forward them to a point person on the Study Team who will collaborate with the appropriate Study Team members for analysis, response, inclusion in technical reports, and the study record. All comments and responses will be recorded and included in the stakeholder tracking log.

2.2 Social Media

AHTD and its consultants will utilize the AHTD Twitter® account to broadcast PEL Study information, and members of the public who register with the AHTD Twitter® account can post their related comments. A link to the AHTD Twitter® account will be provided on the project website. Content to be broadcast via Twitter® may include, but may not be limited to the following:

- Study milestones;
- Meeting announcements; and
- Website links.

AHTD will monitor the Twitter® account Monday through Friday during normal business hours (except holidays) and will forward any comments to the Study Team. The Study Team will assist with responses to questions/comments made on Twitter® and provide information to AHTD for review and approval. AHTD will update the Twitter® site with approved information provided by the Study Team. A social media disclaimer addressing the use of social media sites will be placed on the AHTD website per FHWA requirements.

2.3 Stakeholder Tracking

The Study Team will compile mailing lists and revise as necessary to create a stakeholder tracking file for the PEL Study. The Study Team will be responsible for maintaining the file, which will include, but not be limited to the following stakeholders:

- Local, state, and federal elected officials;
- Agency officials;
- Public officials;
- Major regional institutions/employers;
- Advocacy groups;
- Tribal groups;
- Civic organizations;
- Neighborhood/homeowner associations;
- Businesses;
- Chambers of commerce;
- Transportation agencies;
- Utility providers;
- Special interest groups; and
- Individuals who sign up to be added to the mailing list.

The stakeholder tracking file will be used to announce the study, distribute meeting announcements and disseminate other important information as the study progresses.

Attendees of the public open house meetings and any other interested stakeholders will be added to the file when requested. The stakeholder tracking file will be updated as needed to assure the appropriate contacts as well as the most current contact information is captured.

2.4 Email Communications

The CAP email address, info@ConnectingArkansasProgram.com, will be utilized for the PEL Study. This email address will be posted on the project website and used to distribute meeting announcements and other important study information. In addition, it will also serve as the email address for study-related communications with the public. All inquiries and comments will be documented in the stakeholder tracking log.

3.0 STAKEHOLDER COORDINATION

AHTD, in coordination with the FHWA, will lead coordination efforts to ensure early and ongoing agency and elected/local official participation in the study process. As the lead agency for the PEL study, AHTD will be responsible for coordination with stakeholders, as detailed below.

3.1 Project Partners

In the spirit of cooperation and collaboration, and acknowledging the critical role that a number of agencies play in achieving the transportation goals of the State of Arkansas,

the central Arkansas metropolitan area and the cities of Little Rock and North Little Rock, Metroplan (the Metropolitan Planning Organization for central Arkansas) and the local governments of Little Rock, North Little Rock and Pulaski County have been invited as project partners on the I-30 PEL Study. The FHWA, in conjunction with the AHTD, are the lead agencies and Metroplan and the local governments are project partners. The cooperation among the lead agencies and project partners will be integral to the success of a collaborative environmental and transportation planning process.

3.2 Technical Work Group Coordination

The Study Team will create a TWG to serve as the primary means of agency coordination for the PEL Study. The TWG will include local, state, and federal staff to provide technical input and expertise throughout the study. TWG meetings may also include representatives from local businesses, environmental advocacy groups and representatives from major regional institutions.

The PIACP is strategically structured to bring in stakeholders at the appropriate time during the development of the study. TWG meetings will be held prior to the public meetings, thereby providing the Study Team the opportunity to meet with subject matter experts to provide information, answer questions and gather their input, questions and feedback. This information is important to take into account and incorporate prior to presenting concepts to the public.

In conjunction with the PIACP process, the Study Team will incorporate the following coordination guidelines:

- Coordination with FHWA throughout the PEL process, provide status updates and technical reports to FHWA for review and comment at major milestones, and receive FHWA guidance on ongoing PEL activities;
- Collaboration with project partners (Metroplan, City of Little Rock, City of North Little Rock, and Pulaski County) in advance of each TWG as described in the I-30 PEL Process Framework and Methodology.
- Coordination with and participation of other agencies in data gathering and regulatory compliance documentation;
- Provide opportunities for agency involvement in defining need and purpose;
- Provide opportunities for agency involvement in determining the range of alternatives to be considered;
- Collaboration with agencies to determine evaluation methodologies that will consider mobility, safety, economic factors, access and system connectivity, and feasibility objectives;
- Conduct context sensitive solutions (CSS) visioning workshops; and
- Providing insight in managing the process and resolving issues through ongoing coordination.

3.2.1 TWG Members

The Study Team will determine the initial list of agencies to be invited to participate on the TWG. Team members will be identified as agencies and organizations that can provide valuable input and technical assistance in areas of strategic importance to the study. Members will need to have the technical expertise as well as the time and interest required to fully participate. This group will be expected to provide timely input and comments on materials and information presented so group size will be limited to facilitate effective and efficient decision-making.

The Study Team will develop and mail letters to these agencies, which will include a request to designate a representative to serve as a member of the TWG. Designated representatives will then be invited to attend an introductory meeting and submit a membership form to participate on the TWG. Follow up and coordination activities will likely occur via email to expedite the development process. The initial list of agencies identified for participation on the TWG includes the following:

ANTICIPATED TWG MEMBERS	
Arkansas Archeological Survey	Housing and Urban Development
Arkansas Commissioner of State Lands	Little Rock District Corp of Engineers
Arkansas Department of Environmental Quality	City of North Little Rock
Arkansas Department of Emergency Management	Coast Guard Sector Upper Mississippi River
Arkansas Department of Parks and Tourism	Federal Emergency Management Agency
Arkansas Economic Development Commission	Federal Highway Administration
Arkansas Forestry Commission	Federal Railroad Administration
Arkansas Game and Fish Commission	Federal Transit Administration
Arkansas Geological Survey	Little Rock School District
Arkansas Highway & Transportation Department	Metroplan
Arkansas Historic Preservation Program	North Little Rock School District
Arkansas Natural Heritage Commission	Union Pacific Railroad
Arkansas Natural Resources Commission	U.S. Department of the Interior – National Park Service
Arkansas State Police	U.S. Natural Resource Conservation Service
Arkansas Waterways Commission	U.S. Army Corps of Engineers, Little Rock District
Central Arkansas Transit Authority	U.S. Environmental Protection Agency
City of Little Rock	U.S. Fish and Wildlife Service
Pulaski County	U.S. Geological Survey Arkansas
Pulaski County Special School District	

Additional entities may be invited to join as the study progresses. Members of the TWG are charged with the following responsibilities:

- Attend and participate in TWG meetings;
- Serve as a resource for the PEL Study and Study Team;
- Provide timely information and input when requested;
- Participate in the scoping process, including, advising the Study Team of upcoming planning and programming studies along the study area, additional

work that may influence the traffic and travel patterns, and/or issues of concern regarding the potential environmental or socioeconomic impacts;

- Provide input and work towards informed consent on the vision, transportation goals and objectives, purpose and need, alternatives screening criteria, screening process, alternatives development and evaluation, and other related processes and materials as warranted; and
- Provide meaningful and timely input on any unresolved issues.

The TWG will meet up to four times over the course of the PEL Study to provide input at critical milestones, including:

- PEL introduction, previous studies review, draft purpose and need, Universe of Alternatives development and evaluation methodology (anticipated summer 2014);
- Preliminary Alternatives development and evaluation methodology (anticipated fall 2014); and
- Reasonable Alternatives development and evaluation methodology (anticipated winter 2014).

Meetings will be scheduled to accommodate participation from as many members as possible. Meetings will be held in locations near or within the study area in Pulaski County, Arkansas. The Study Team will be responsible for identifying dates and locations for the TWG meetings. The Study Team will be responsible for scheduling, preparing materials and taking notes for all TWG meetings. The Study Team will prepare TWG meeting summaries for the study record.

3.3 Stakeholder Advisory Group

A Stakeholder Advisory Group (SAG), comprised of local individuals who bring unique knowledge and skills which complement those of the TWG, will be established in order to ensure early and ongoing decision making throughout the study. The SAG's role is to make recommendations and/or provide key information and materials to the Study Team. The SAG will include twelve representatives, with the Mayors of Little Rock and North Little Rock each appointing four, as well as four selected by the Pulaski County Judge. SAG members provide a one-of-a-kind perspective to the areas of interest each represents within the community, allowing the Study Team to gather valuable input. The SAG will meet regularly throughout the PEL process.

3.4 Elected/Local Official Briefings

The Study Team will identify and lead coordination with elected and local officials by developing and distributing an introductory elected/local officials' letter that will explain the PEL Study as well as the PEL process. Elected/local official briefings will be held on a one on one basis throughout the course of the PEL Study, ideally prior to the public meetings, thereby allowing this stakeholder group to acquire study information in advance of their constituents as well as allow them to ask questions and provide input. Additional meetings, however, may be scheduled depending on the level of detail and

range of options being considered once the study commences. Meetings will be scheduled to accommodate each elected/local official's schedule. Potential dates for these briefings will be identified and shared with the elected/local officials in advance.

Meeting notes or other documentation will be taken at each coordination meeting held and will be included in the study record. The elected/local officials' mailing list will include, but not be limited to the following¹:

ELECTED OFFICIALS	
U.S. Representative District 2	Tim Griffin
U.S. Senator	John Boozman
U.S. Senator	Mark Pryor
Arkansas State Governor	Mike Bebee
Arkansas State Representative District 29	Fred Love
Arkansas State Representative District 30	Charles Armstrong
Arkansas State Representative District 31	Andy Davis
Arkansas State Representative District 32	Allen Kerr
Arkansas State Representative District 34	John Walker
Arkansas State Representative District 35	John Edwards
Arkansas State Representative District 36	Darrin Williams
Arkansas State Representative District 37	Eddie Armstrong
Arkansas State Representative District 38	Patti Julian
Arkansas State Representative District 39	Mark Lowery
Arkansas State Representative District 41	Jim Nickels
Arkansas State Representative District 42	Mark Perry
Arkansas State Senator District 30	Linda Chesterfield
Arkansas State Senator District 31	Joyce Elliot
Arkansas State Senator District 32	David Johnson
Arkansas State Senator District 34	Jane English
Pulaski County, County Assessor	Janet Troutman Ward
Pulaski County, County Judge	Floyd "Buddy" Villines
Pulaski County, Sherriff	Doc Holladay
Pulaski County, County Clerk	Larry Crane
City of Little Rock Board of Directors Ward 1	Erma Hendrix
City of Little Rock Board of Directors Ward 2	Ken Richardson
City of Little Rock Board of Directors Ward 3	Stacy Hurst
City of Little Rock Board of Directors Ward 4	Brad Cazort
City of Little Rock Board of Directors Ward 5	Lance Hines
City of Little Rock Board of Directors Ward 6	Doris Wright
City of Little Rock Board of Directors Ward 7	B.J. (Brenda) Wyrick
City of Little Rock Board of Directors Ward 8	Dr. Dean Kumpuris
City of Little Rock Board of Directors Ward 9	Gene Forston
City of Little Rock Board of Directors Ward 10	Joan Adcock
City of Little Rock Parks and Recreation Director	Truman Tolefree
City of Little Rock City Clerk	Susan Langley

¹ Elected officials as of April 16, 2014.

ELECTED OFFICIALS	
City of Little Rock Mayor	Mark Stodola
City of Little Rock City Manager	Bruce Moore
City of Little Rock Traffic Engineering Manager	Bill Henry
City of Little Rock Fire Chief	George Summers
City of Little Rock Police Chief	Stuart Thomas
City of Little Rock Civil Engineering Manager	Mike Hood
City of Little Rock Public Works Director	Jon Honeywell
City of North Little Rock Council Member Ward 1 Position 1	Debi Ross
City of North Little Rock Council Member Ward 1 Position 2	Beth White
City of North Little Rock Council Member Ward 2 Position 1	Linda Robinson
City of North Little Rock Council Member Ward 2 Position 2	Maurice Taylor
City of North Little Rock Council Member Ward 3 Position 1	Steve Baxter
City of North Little Rock Council Member Ward 3 Position 2	Bruce Foutch
City of North Little Rock Council Member Ward 4 Position 1	Murry Witcher
City of North Little Rock Council Member Ward 4 Position 2	Charlie Hight
City of North Little Rock Director of Finance	Karen Scott
City of North Little Rock Police Chief	Mike Bradley
City of North Little Rock Fire Chief	Robert Mauldin
City of North Little Rock Parks and Recreation Director	Bob Rhoads
City of North Little Rock Mayor	Joe Smith
City of North Little Rock City Clerk	Diane Whitbey
City of North Little Rock City Attorney	C. Jason Carter
City of North Little Rock City Treasurer	Mary Ruth Morgan
City of North Little Rock City Engineer	Mike Smith
City of North Little Rock Public Works Director	Bob Ward

3.5 Coordination Meetings

The Study Team may conduct Coordination Meetings over the course of the PEL Study process with stakeholders as requested or required. Coordination Meetings are likely to be held with business owners, political representatives and senior staff of local agencies that have a role in or are impacted by funding, permitting and processing transportation improvements within the study area. These meetings allow for one on one or small group interaction with stakeholders that have requested meetings to address specific issues that affect their business or community outside of the project partner meetings, TWGs, elected/local official briefings and public meetings. Examples include Verizon Center, Clinton Library, Clinton National Airport, and the downtown Little Rock River Market.

3.6 Visioning Workshops

One visioning workshop will be conducted with stakeholders during the PEL process, and another visioning workshop will be held during the NEPA/Schematic phase. During the first visioning workshop, and with an understanding of the purpose and need and goals and objectives of the PEL Study, stakeholders will have the opportunity to provide their input and prioritize their ideas for the I-30 corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA/Schematic phase, a second

visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and included in the design-build request for proposals, pending AHTD approval.

4.0 PUBLIC MEETINGS

Three Public Meetings will be held in compliance the AHTD Public Involvement Handbook (Draft Version - 2013) and the CAP Environmental Manual (2013) at key study milestones. The meetings will be held in an open house format and will generally cover the following key topics/milestones:

- Public Meeting #1: PEL introduction, previous studies review, draft purpose and need, Universe of Alternatives development and evaluation methodology;
- Public Meeting #2: Preliminary Alternatives development and evaluation methodology; and
- Public Meeting #3: Reasonable Alternatives development and evaluation methodology.

The general process for each series of meeting is outlined below:

- *Dates and Locations:* The Study Team will identify dates and venues for each meeting. Each meeting will be held for several hours in the late afternoon/early evening to accommodate varying schedules and transportation requirements of potential meeting attendees.
- *Public Meeting Display Ad:* For each of the three public meetings, a display ad will be published twice, two weeks prior and again one week prior to the public meeting, in the Arkansas Democrat-Gazette, North Little Rock Times and El Latino Arkansas, as well as other smaller local newspapers if deemed necessary or if requested. The Study Team will be responsible for all tasks related to these display ads, including preparing and coordinating with AHTD for approvals; placing the approved news release/display ad in the newspapers; and following up with the newspapers to ensure that the news releases/display ads are published as requested.
- *Media Announcements:* The Study Team will coordinate communication about the meetings with the local broadcast media (TV and radio). A paid Public Service Announcement (PSA) will be broadcast on up to three radio stations, as appropriate. PSAs will also be distributed to the primary local news television broadcast affiliates. The AHTD Public Information Officer (PIO) will serve as the primary point of contact for all news media. In addition, the Study Team will create talking points for identified spokespersons for AHTD as well as media kits to distribute at the public meetings. Up to 10 media kits will be prepared for each public meeting.

- *Flyers:* The Study Team will prepare notification flyers for each of the three public meetings (8½"x11", maximum, one-sided, black and white) announcing the public meetings. The flyers will be distributed by the Study Team no later than one week prior to the public meetings to various businesses, places of worship, Chambers of Commerce, schools and other public gathering places in the study area.
- *Minority Ministers:* Mail Public Officials letters and Minority Minister's letters one week prior to each meeting.
- *Stakeholder Notices:* The Study Team will assemble and mail notification letters indicating the general nature of the proposed study to members of the TWG (Federal, state, and local entities) and elected/local officials no later than one week prior to the public meeting.
- *Electronic announcements:* AHTD will announce the public meetings using various forms of electronic communications, including but not limited to posting the meeting information on the study website and broadcasting the meeting information via Twitter®. Broadcast details include the dates, times, and meeting locations; and, if requested, announcement flyers will be sent to individuals on the mailing list.
- *Logistics and Materials:* Planning for the PEL Study public meetings will include the following:
 - The Study Team will hold meetings and Webex/conference calls to discuss meeting set-up and materials, including agendas, handouts, and exhibits. The Study Team will also strategize and discuss staffing, comment feedback mechanisms, and specific communication and management processes for each meeting described above, including identification of goals and objectives. This includes a project status meeting (or pre-meeting) between the Study Team and AHTD one week prior to each of the three public meetings.
 - The Study Team will reserve and coordinate equipment and set-up needs for the venues identified;
 - The Study Team will record oral statements, upon request, at each meeting/open house;
 - The Study Team will secure simultaneous translation services and bilingual staff to be available, if requested;
 - The Study Team will ensure that all ADA regulated accommodations are made for disabled participants;
 - The Study Team will prepare meeting/open house handouts and exhibits and print approved handouts and sign-in sheets for distribution, use, and display at the public meetings; and
 - Following a 10-day official comment period for each of the three public meetings, the Study Team will prepare and submit a Public Meeting

Summary Report that will include a summary of the comments received and responses, sign-in sheets, handouts, and other information that was provided to meeting attendees.

5.0 TIMELINE AND SCHEDULE

See **Figure 2** below for a general timeline showing major study milestones, including stakeholder and public involvement activities. This timeline will be updated throughout the PEL Study as needed.

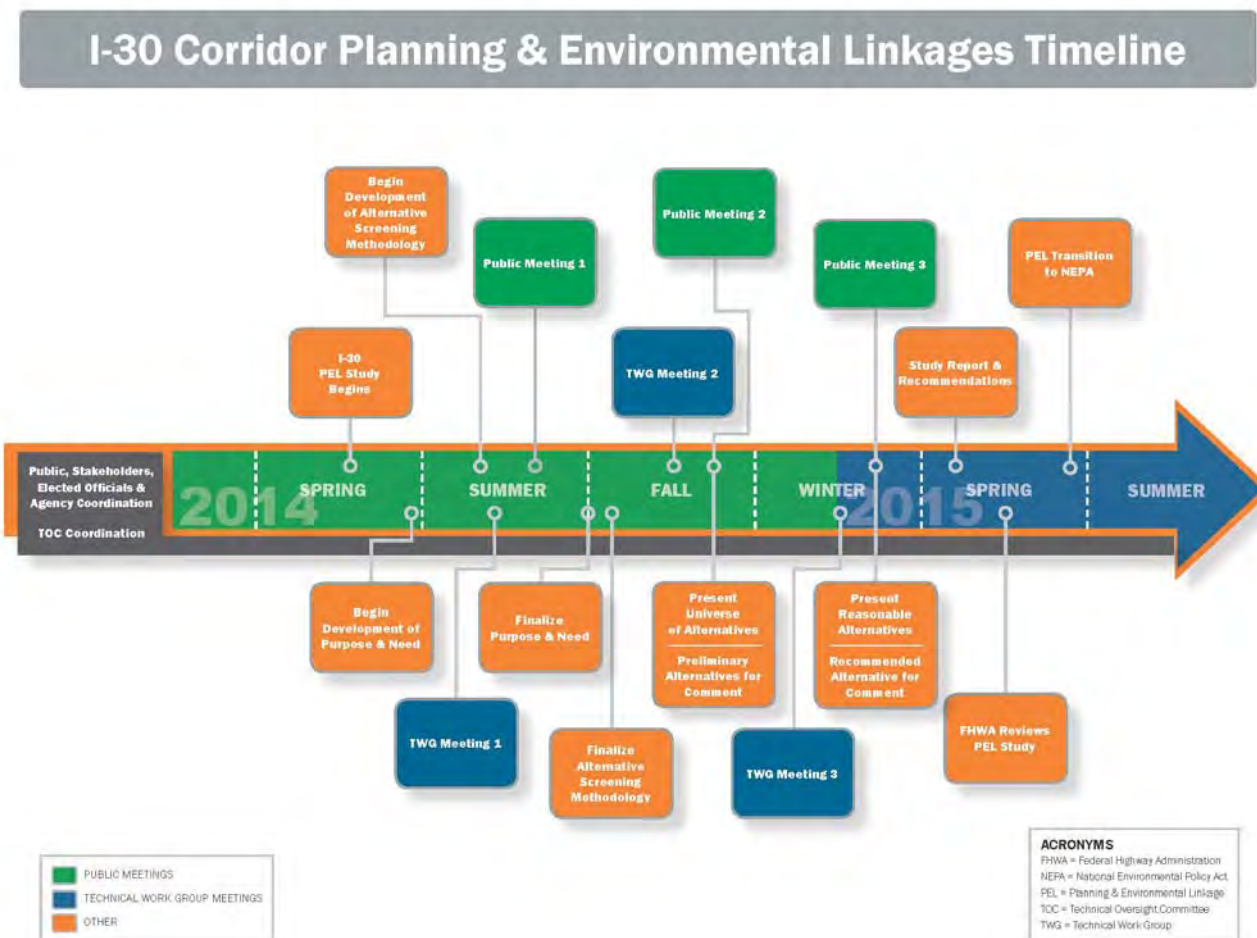


Figure 2: PEL Study Task Timeline

6.0 COMMUNICATION PLAN AND PROTOCOLS

AHTD will be the primary point of contact for all media, elected/local officials, and public and agency requests and inquiries. The following protocol should be followed for each type of communication:

6.1 Media Requests

All media requests should be referred directly to the AHTD PIO, Mr. Randy Ort. Mr. Ort will determine which additional Study Team members should be contacted to develop a

response to the request, as well as the time frame in which the request should be handled. All related correspondence should be documented for the study record.

6.2 Elected Official Requests

All elected official requests should be referred directly to the AHTD PIO, Mr. Ort. The PIO will determine which additional Study Team members should be contacted to develop a response to the request, as well as the time frame in which the request should be handled. All related correspondence should be documented for the study record.

6.3 Open Records Requests

All open records requests should be referred directly to the AHTD CAP Administrator, Ms. Keli Wylie. She will determine which additional Study Team members should be contacted to develop a response to the request, as well as the time frame in which the request should be handled. All related correspondence should be documented for the study record.

6.4 Phone Calls

When phone calls come in to the Study Team, they should initially be directed to the CAP Communications Manager, Mr. Jon Hetzel, who will determine the appropriate staff to handle the response and determine the next steps for action. All calls will be documented for the study record.

6.5 Agency Inquiries or Requests

All agency inquiries or requests should be referred to the AHTD CAP Administrator who will determine which additional Study Team members should be contacted to develop a response. All requests and responses should be documented for the study record.

6.6 Emails

The Study Team will collect all emails submitted through the AHTD study website and study email address. All email comments received in between public meetings will be evaluated and forwarded to the appropriate staff for response. Emails regarding open records requests, questions and comments from the media or elected/local officials, or specific inquiries/comments regarding the public involvement process will be forwarded to the appropriate AHTD staff member as outlined above. All email comments and responses will be documented for the study record.

6.7 Presentation Requests

All presentation requests should be directed to the CAP Communications Manager who will determine which additional Study Team members should be contacted to develop a response to the request and/or to be scheduled for a presentation, as well as the time frame in which the request should be handled. All related correspondence should be documented for the study record.

7.0 CONCLUSION

Agency, public and other stakeholder coordination will be a transparent process and will occur early and throughout the PEL process. The information obtained from these coordination efforts will be carried forward into further development efforts and NEPA studies. It is anticipated that the agencies and other stakeholders will also be re-engaged during the NEPA process to ensure continued coordination. Agency coordination and informed consent will be integral to the development of transportation solutions for the PEL Study and will continue to be essential throughout future studies and implementation efforts.

Appendix D-2:

Public Meeting Documentation

Public Meeting #1 Summary and Analysis Report*

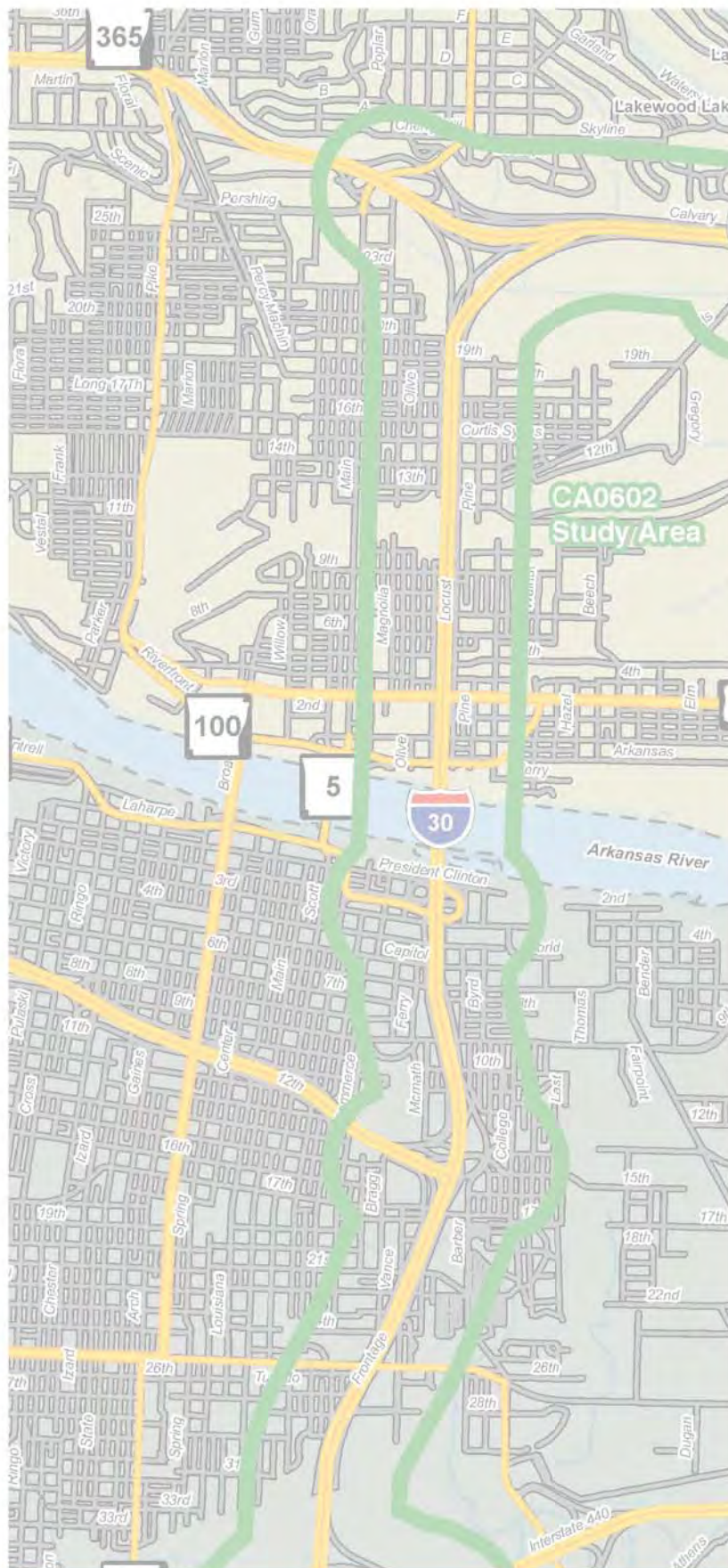
Public Meeting #2 Summary and Analysis Report*

Public Meeting #3 Summary and Analysis Report*

Public Meeting #4 Summary and Analysis Report*

**Attachments provided on the DVD included at the end of the
PEL Report*

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PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC MEETING #1 SUMMARY AND ANALYSIS REPORT



CA0602

Interstate 530 – Highway 67

November 2014



Arkansas State Highway &
Transportation Department



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1.0 INTRODUCTION

In April 2014, the Arkansas Highway State Transportation Department (AHTD) began the Interstate 30 (I-30) Planning and Environmental Linkages (PEL) Study to identify the purpose and need for improvements within the I-30 PEL study area, determine possible viable alternatives for a long-term transportation solution, and recommend alternatives that can be carried forward seamlessly into the National Environmental Policy Act (NEPA) process. As part of the I-30 PEL Study, a series of three public meetings are to be held to allow the public to provide feedback on transportation needs and possible solutions in the study area. This report describes the first set of public meetings held in August 2014.

2.0 PUBLIC MEETING #1

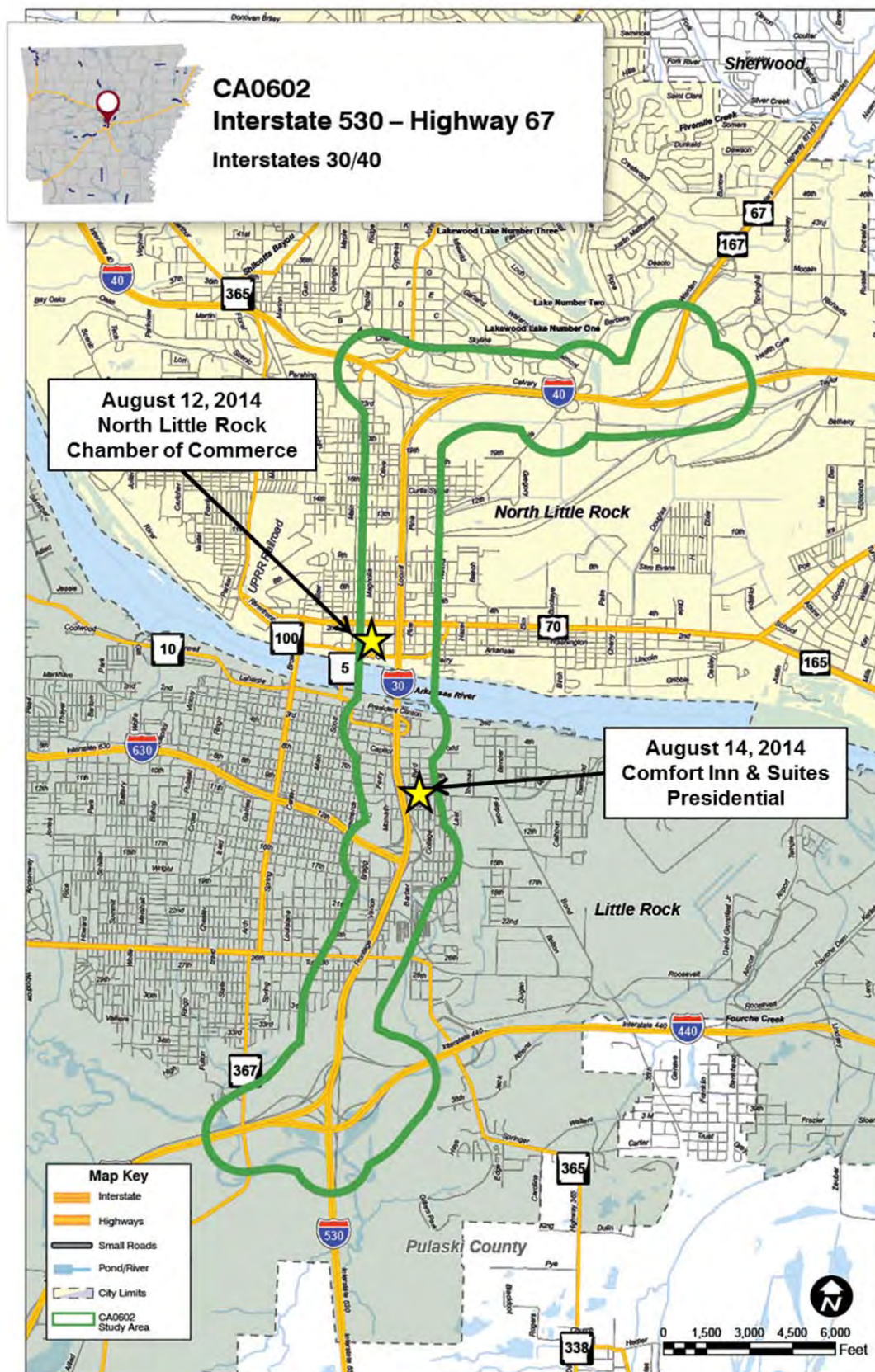
Public Meeting #1 included a set of two open-house public meetings that presented identical content. Meeting locations, dates, and times are presented in **Table 1. Figure 1** depicts the locations of the meetings.

Table 1. Public Meeting #1 Logistics

Schedule Date/Time	Location
Tuesday, August 12, 2014 4 p.m. – 7 p.m.	North Little Rock Chamber of Commerce Bank of the Ozarks Conference Center 100 Main St. North Little Rock, Arkansas 72114
Thursday, August 14, 2014 4 p.m. – 7 p.m.	Comfort Inn & Suites Presidential Cash/Campbell Ballroom 707 Interstate 30 Little Rock, Arkansas 72202

The sections that follow further detail the first set of public meetings and summarizes the input received through Friday, August 29, 2014, which was the end of the public comment period.

Figure 1. August 2014 I-30 PEL Public Meeting Locations



2.1 Public Meeting Advertising and Outreach

The first I-30 PEL public meetings were advertised using numerous methods of advertising and outreach, as summarized in **Table 2**.

Table 2. Public Meeting Advertising and Outreach

	Outreach Efforts	Date(s)
Display/Newspaper Ads	Arkansas Democrat Gazette	7/13/14 & 8/10/14
	North Little Rock Times	7/17/14 & 8/7/14
	El Latino	7/24/14 & 8/7/14
Direct Mail	Fliers to adjacent property owners and property owners adjacent to interchanges	7/16/14
	Fliers to stakeholders (chambers, HOAs, etc.)	7/18/14
	Letters and fliers to elected officials	7/14/14 & 8/1/14
	Letters to minority ministers and area churches	7/18/14
Email	Fliers to Technical Work Group Members	7/18/14
	Fliers to persons requesting to be added to mail list	
Hand-Delivered Fliers	River Market	8/1/14
	Eastgate Terrace Housing Project (office)	
	MacArthur Park	
	Gas stations at every exit along the I-30 corridor	
	Locations around Broadway exit	
	Locations from 13-19 th streets in North Little Rock	
Public Service Announcements	Sixty-second spots on Heartbeat 106.7 FM	8/8/14 – 8/14/14
	Sixty-second spots on La Pantera 1440 AM	
Websites	ConnectingArkansasProgram.com	7/15/14
	ArkansasHighways.com	8/4/14
	ImagineCentralArkansas.com	
News Release	Distributed to AHTD media list	8/1/14
Community Calendars	Little Rock Convention and Visitors Bureau	7/25/14
	AmericanTowns.com	
	KATV	
	Eventful	
	UALR Public Radio	
	Coalition of Greater Little Rock Neighborhoods	
Social Media	AHTD Twitter	8/3/14 – 8/14/14
	Metroplan Facebook	8/4/14
	Metroplan Twitter	
Stakeholder Presentations	Central Arkansas Transit Authority	7/15/14
	Downtown Little Rock Partnership	6/11/14
	Little Rock Chamber of Commerce	6/26/14
	Clinton Foundation	6/24/14
	Little Rock Chamber of Commerce – 50 for the Future	8/7/14

In addition, directional signs were placed in various locations around each public meeting facility to help participants locate the facility and to generate additional local awareness of the event.

Copies of the display/newspaper ads, flier, letters, press releases and online advertisements are included in **Attachment A**.

2.2 Public Meeting Attendance

A summary of the attendance at both the August 12 and August 14 public meetings is presented in **Table 3**.

Table 3. Public Meeting Attendance

Attendees	August 12, 2014	August 14, 2014
General Public	102	88
Elected Officials	5	3
Media	3	2
Study Team Members	33	33
Total Attendance	143	126

Participants represented a wide range of interests and included members of the general public, members of community organizations, elected officials, and city/county staff. Copies of the sign in sheets from both meetings are included in **Attachment B**.

2.3 Public Meeting Format and Materials

Both public meetings utilized an open house format, which allowed participants to arrive, sign in, view exhibits and handouts, ask questions, and provide comments between 4:00 p.m. and 7:00 p.m. The exhibits and handout material were identical for both meetings. The meeting layout was designed to showcase nine distinct stations. I-30 PEL Study Team members, comprised of AHTD staff and consultants, were available at every station to provide information and answer questions.

The nine stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Table 4**.

Station 1: Sign In Here – At this station, members of the public signed in, learned about the meeting format, and received introductory handout materials. Materials handed out included a public meeting program guide that described the meeting format and station set-up, an I-30 PEL fact sheet describing the PEL process, a Connecting Arkansas Program (CAP) brochure describing the CAP Program, and a public comment form.

Station 2: Connecting Arkansas Program – This station presented an overview of the CAP Program. It displayed three exhibit boards: a map of the state of Arkansas showing the general locations of the CAP projects; a table listing all of the CAP projects and their respective improvement type (e.g., widening and interchange improvements); and an exhibit displaying various CAP statistics and background information.

Station 3: I-30 PEL Study Area and Constraints Maps – This station presented the I-30 PEL study area and constraints that have been identified to-date. It displayed three exhibit boards: a map of the study area, a constraints map covering the north section of the study area (North Little Rock), and a constraints map covering the south section of the study area (Little Rock).

Station 4: Planning and Environmental Linkages – This station provided information about the PEL Process and served to collect public input on problems (needs) and goals and objectives for improvements within the study area. It displayed an exhibit explaining the PEL process, its benefits, and why the process has been implemented for the I-30 improvements. This station also displayed two interactive exhibit boards, one entitled “Problems (Needs)” inquiring what problems or challenges the public experiences traveling in the study area; and one entitled “Goals and Objectives” inquiring what improvements the would public like to see in the study area. Members of the Study Team were stationed at these interactive boards to transcribe on post-it notes the problems and goals identified by the public meeting attendees. These post-it notes with public-identified problems and/or goals were attached to the respective exhibit boards for all meeting attendees to view. This station also included additional copies of the constraints maps which divided the corridor by the north and south sections.

Station 5: Traffic and Safety – This station presented background information and findings from the preliminary I-30 PEL traffic and safety analysis. This station included an overview exhibit describing the approach taken for the preliminary traffic and safety analysis, as well as traffic and safety concerns identified by stakeholders¹. Also included was an exhibit comparing existing and future No-Action peak hour level of service along I-30/I-40 in the study area. An additional exhibit illustrated existing and predicted crashes along I-30 in the study area under No-Action conditions.

Station 6: Aerial Maps – This interactive station consisted of two-sets of large-scale, aerial photograph maps of I-30/I-40 within the study area laid out on tables. Meeting attendees were encouraged to write on post-it notes (and attach directly to the maps) any problem areas, concerns and/or suggestions for improvements along I-30/I-40 in the study area. Additionally, a scribe was available to record participant’s comments on a large notepad available for all attendees to view. Study team members, including engineers and planners were available to answer questions. This station also included a graphic exhibit illustrating the Alternative Screening Process.

Station 7: Study Timeline and How to Get Involved – This station presented an exhibit with the I-30 PEL Study timeline and an exhibit detailing the various methods members of the public could obtain more information or provide comments on the I-30 PEL Study.

Station 8: Draft Documents – This station provided draft copies of the I-30 PEL Framework and Methodology, Public Involvement and Agency Coordination Plan (PIACP), and the Constraints Report. Although hard copies of these documents were provided for reviewing at the public meeting only, meeting attendees were reminded that all public meeting materials, including these draft documents, were available on the project website.

¹ Stakeholders included AHTD, the Cities of Little Rock and North Little Rock, and Metroplan, the Metropolitan Planning Organization for central Arkansas.

Station 9: Comment Tables – This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venues. At the end of each meeting, the Study Team collected all written comments from the comment boxes and any comments that were inscribed on the Problems (Needs) and Goals and Objectives exhibit boards at Station 4; and on the roll-plot aerial photograph maps and large notepad located at Station 6.

Table 4. Public Meeting Materials¹

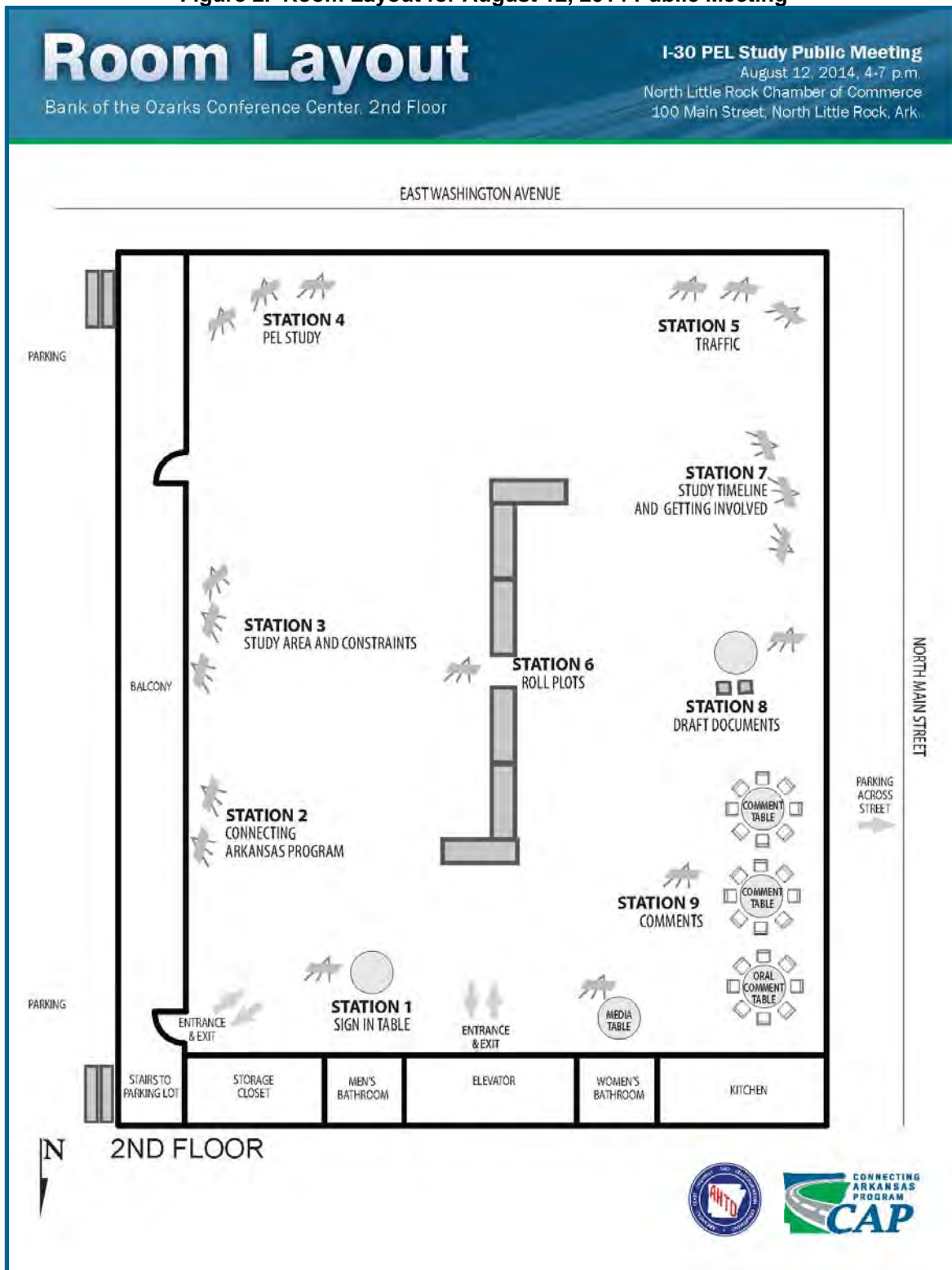
Station	Type	Title
Station 1: Sign In Here	Handout	Public Meeting Program Guide
	Handout	I-30 PEL Fact Sheet with Study Area Map
	Handout	CAP Brochure
	Handout	Comment Form
Station 2: Connecting Arkansas Program	Exhibit	CAP Project Locations
	Exhibit t	Cap Projects Listed
	Exhibit	CAP Statistics
Station 3: I-30 PEL Study Area and Constraints Maps	Exhibit	Study Area Map
	Exhibit	North Section Constraints Map
	Exhibit	South Section Constraints Map
Station 4: Planning and Environmental Linkages	Exhibit	PEL Process
	Exhibit	Problems (Needs)
	Exhibit	Goals and Objectives
	Exhibit	North Section Constraints Map ²
	Exhibit	South Section Constraints Map ²
Station 5: Traffic and Safety	Exhibit	Traffic and Safety Overview
	Exhibit	No-Action Level of Service
	Exhibit	Safety
Station 6: Aerial Maps	Exhibit	Large scale, aerial photograph maps of I-30/I-40 in the study area (set of 2 identical)
	Exhibit	Alternative Screening Process
Station 7: Study Timeline and How to Get Involved	Exhibit	PEL Study Timeline
	Exhibit	How to Get Involved
Station 8: Draft Documents	Report	I-30 PEL Framework and Methodology
	Report	Public Involvement and Agency Coordination Plan
	Report	I-30 PEL Constraints Report
Station 9: Comment Tables	Handout	Comment Form

Notes: ¹ All exhibit boards were sized 34"x40" except for the Station 2 exhibit boards, which were sized 24"x36". Roll plots at Station 6 were 12-feet long. ² These constraints maps were identical to those presented at Station 3 and were provided for additional viewing purposes.

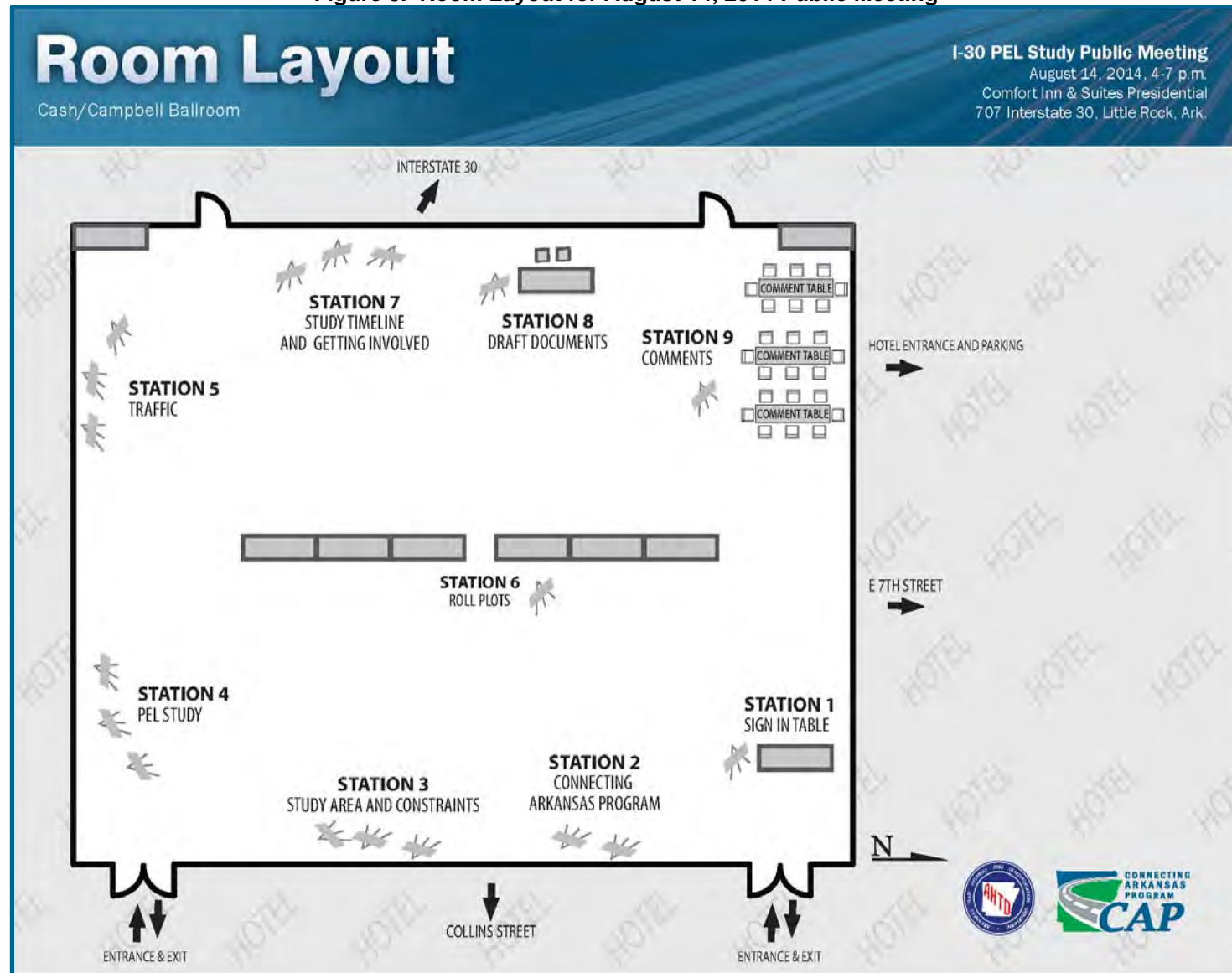
Copies of the materials, as well as photos from the meetings, are included in **Attachment C. Figures 2 and 3** display the general layout for each of the public meetings.

1

Figure 2. Room Layout for August 12, 2014 Public Meeting

2
3

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1 **Figure 3. Room Layout for August 14, 2014 Public Meeting**

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2.4 Public Meeting Comments

The public comment period for the first series of public meetings opened on August 12, 2014 and ended August 29, 2014. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written comment in the public meeting comment box at Station 9;
- Writing a comment on post-it notes and attaching to the Problems (Needs) and/or Goals and Objectives exhibit boards at Station 4;
- Writing a comment on post-it notes and attaching to the large-scale, aerial photograph maps or writing on the large notepad at Station 6;
- Calling the Connecting Arkansas Program at 501-225-1519;
- Mailing a written comment to Connecting Arkansas Program, RE: 1-30 PEL Study, 4701 Northshore Dr., North Little Rock, AR 72118; or
- Emailing a comment to Info@ConnectingArkansasProgram.com.

Table 5 shows the number of comment submissions by meeting (where applicable) and method in which they were submitted.

Table 5. Number of Comments Received

Submission Method	Reference Table for Comment Details*	August 12 Meeting	August 14 Meeting	Total
Comment Form	Table 7	34	23	57
Letter	Table 7	1		1
Email	Table 7	5		5
Post-it Note Comments on Problems (Needs) Exhibit Board (Station 4)	Table 8	52	17	69
Post-it Note Comments on Goals and Objectives Exhibit Board (Station 4)	Table 9	45	85	130
Comments Transcribed on Large Notepad (Station 6)	Table 10	16	6	22
Post-it Note Comments on Large-Scale Aerial Photograph Maps (Station 6)	Table 11	53	71	124
Total Comments Received				408

Notes: * See the referenced tables for detailed comments.

The comment forms handed out at the public meetings consisted of five specific questions and one question asking for additional comments. The five specific questions and summary of results are presented in **Table 6**.

Table 6. Comment Form Questions and Results Summary

Question No.	Category	Question	Results Summary (number of comments)	
			Yes	No
1	Problems	Do you feel there is a need for I-30 transportation improvements (Yes or No)? If so, what are the problems?	52	2
2	Cultural Resources	Do you know of any historical sites, family cemeteries, or archaeological sites in the proposed area (Yes or No)? If so, please note and discuss with staff.	14	28
3	Environmental Constraints	Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the vicinity of the project (Yes or No)? If so, please note and discuss with staff.	10	32
4	Suggested Improvements	Do you have a suggestion for an improvement to I-30 that would better serve the needs of the community (Yes or No)? If so, please describe.	35	6
5	Impacts	Do you feel that improvements to I-30 will have any impacts (Beneficial or Adverse) on your property and/or community (e.g., economic, environmental, social, etc.). If so, please explain.	25	14

Of the commenters that responded to the “yes or no” portion of Question 1, 96 percent checked “yes” when asked if there was a need for I-30 transportation improvements. Of the commenters that responded to the “beneficial or adverse” portion of Question 5, 64 percent replied that I-30 improvements would have beneficial impacts and 36 percent replied that I-30 improvements would have adverse impacts.

Many of the comments submitted identified specific transportation problems and/or solutions to address issues of concern. Many commenters noted congestion problems along I-30/I-40, ramp spacing issues along I-30 within the study area, and weaving problems along I-40 between the I-30/I-40 interchange and the I-40/Hwy. 67/Hwy. 167 interchange. Numerous commenters also recommended bicycle and pedestrian facilities be improved and/or accommodated as part of the proposed project and that existing transit and transit improvements also be considered. Commenters also expressed a desire for preservation and protection of environmental resources, including historic resources, parks and habitat.

Table 7 provides a listing of all comments received on the comment forms, via e-mail or letter. For those comments submitted on the comment forms handed out at the public meetings, each comment is broken down by the five questions outlined above and any additional comments provided. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim unless otherwise noted due to comment length (in which case the comments are summarized) and copies of all comments received are included in **Attachment D**.

Table 7. Comment Forms, Emails, and Letters Received and Response Codes

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Medley, J.	08/12/14	Comment Form	1	• Problems: Congestion/traffic.	A
				• Suggested Improvements: Promote public transit.	D
				• Impacts: Beneficial. Using public transit will reduce congestion.	S
McCraw, James E., Sr.	08/12/14	Comment Form	2	• Problems: Freeway not wide enough to handle all the traffic.	A
				• Environmental Constraints: Broadway off-ramp needs to be moved back to Riverfront. Congested traffic for arena events.	A
				• Impacts: Beneficial.	S
				• Additional Comments: Drainage problems at Locust and E. Washington. Needs to be fixed.	A, S
Voyles, Robert	08/12/14	Comment Form	3	• Problems: The weave at I-40/Hwy.67/Hwy.167 and I-30/I-40 can be solved by shifting commuters to center median.	A
				• Suggested Improvements: Only to 8, not 10 lanes.	A
Fells, Cedric	08/12/14	Comment Form	4	• Problems: Congestion and traffic using Welch St. (high rate of speed) to avoid getting in line on I-630 to go to I-30 North Little Rock.	A
				• Suggested Improvements: Widen the lanes to help congestion. Prevent the lanes from pooling into one [another].	A
				• Impacts: Beneficial. People will travel safely from LR to NLR.	S
				• Additional Comments: Looking forward to the new project helping with congestion and safety of traveling. Please make it beautiful and pleasant to view.	J, S
NA	08/12/14	Comment Form	5	• Problems: I-40 from I-30 to Hwy. 67/Hwy. 167 Lakewood exit needed and entrance ramp reconfigured.	A
				• Impacts: Beneficial.	S
NA	08/12/14	Comment Form	6	• Problems: Safety, safety, safety.	A
				• Suggested Improvements: Sound control thru metro areas. Improve merging and lane changing problems in front of 'Big' church I-40.	A, B
				• Impacts: Beneficial. Improve safety, improve quality of life.	A, B, S
				• Additional Comments: Please take into consideration the impact from opening the Panama Canal and the increased port/harbor development along the Gulf and Mississippi River. This will significantly increase truck traffic volume along I-30 and I-40 coming from Houston, New Orleans, Memphis, etc. Please consider the 'Big Picture' with your planning.	J, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA	08/12/14	Comment Form	7	<ul style="list-style-type: none"> • Problems: Congestion. Bad mix of local and thru traffic. 	A
				<ul style="list-style-type: none"> • Suggested Improvements: Better signage for thru traffic to use I-440 instead of going downtown. A bridge connecting Chester St. to North Little Rock. 	E, F
				<ul style="list-style-type: none"> • Impacts: Beneficial. I hate crossing I-30 Bridge. The safety factor and improvement will be beneficial. 	S
NA	08/12/14	Comment Form	8	<ul style="list-style-type: none"> • Suggested Improvements: More signage prior to exits and interchanges. Fewer exits/on-ramps on I-30 corridor. 	A, E
				<ul style="list-style-type: none"> • Impacts: Adverse. Only during construction phase. Right-of-way is across from our parking area. 	B, M, S
NA	08/12/14	Comment Form	9	<ul style="list-style-type: none"> • Problems: It is unsightly and divides downtown NLR and LR - very unfriendly to anyone not in a car - of no artistic or architectural distinction - appears it was built cheaply. 	C, J
				<ul style="list-style-type: none"> • Suggested Improvements: Light rail - if must expand. HOV lanes - don't make it dull - don't make it ordinary - and please don't paint it brown like the shameful I-30/I-630 interchange - so much opportunity lost. Have a design upfront. 	D, E, J
				<ul style="list-style-type: none"> • Impacts: Adverse. I am not convinced adding lanes accomplishes anything but making the commute easier on suburbanites - is that a valid governmental action/use of taxpayer money? 	L, S
NA	08/12/14	Comment Form	10	<ul style="list-style-type: none"> • Problems: More lanes. 	A
				<ul style="list-style-type: none"> • Impacts: Beneficial. Traffic flow better. 	S
Robertson, Jacouelyn	08/12/14	Comment Form	11	<ul style="list-style-type: none"> • Problems: Needs widening to accommodate traffic. 	A
				<ul style="list-style-type: none"> • Cultural Resources: After looking at your map it appears my property at 2104 Vance may be listed as historic. I would like for someone to contact me about this for an explanation. 	B, N
				<ul style="list-style-type: none"> • Impacts: Will definitely have an impact, not sure whether beneficial or adverse. 	S
Greater South Temple Cogic	08/12/14	Comment Form	12	<ul style="list-style-type: none"> • Problems: It is most needed. 	S
				<ul style="list-style-type: none"> • Cultural Resources: The National Cemetery and others. 	B, H
				<ul style="list-style-type: none"> • Suggested Improvements: On and off ramp on Arch St. in Little Rock. 	A, S
				<ul style="list-style-type: none"> • Impacts: Beneficial. 	S
				<ul style="list-style-type: none"> • Additional Comments: I believe improvement is necessary. P.S. Don't forget about replacing the bridge on Arch. 	A, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Davis, Jacob	08/12/14	Comment Form	13	<ul style="list-style-type: none"> • Problems: Clear connection coming from both directions to I-30 to I-630. 	A
				<ul style="list-style-type: none"> • Impacts: Adverse. It would most likely mean my building (505 Rector St.) would be demolished to make way. 	B, S
Walker, Michael	08/12/14	Comment Form	14	<ul style="list-style-type: none"> • Problems: Age of infrastructure/congestion/safety. 	A
				<ul style="list-style-type: none"> • Environmental Constraints: Wetland project adjacent to I-30 Bridge. 	B, H
				<ul style="list-style-type: none"> • Suggested Improvements: Demo and reconstruct within existing bridge site. 	A
				<ul style="list-style-type: none"> • Impacts: Adverse. Possibly cause to relocate boat ramp on NLR side of river, cause to relocate wetlands on LR side of river, unknown impact to Witt Stephens Jr. Central Arkansas Nature Center. 	B, S
NA	08/12/14	Comment Form	15	<ul style="list-style-type: none"> • Problems: Heavy congestion - narrow corridor. 	A
				<ul style="list-style-type: none"> • Environmental Constraints: Dark Hollow wetlands 	B, H
				<ul style="list-style-type: none"> • Impacts: Yes. Both good and bad, but it's needed. 	S
NA	08/12/14	Comment Form	16	<ul style="list-style-type: none"> • Problems: Weaving section I-10/I-30/Hwy. 67/Hwy.167. Congestion downtown - need an additional bridge. 	A, G
				<ul style="list-style-type: none"> • Suggested Improvements: Provide a connector for local traffic and use I-30 for thru traffic. 	A, Q
NA	08/12/14	Comment Form	17	<ul style="list-style-type: none"> • Problems: Aging of existing corridor, congested traffic. 	A
NA	08/12/14	Comment Form	18	<ul style="list-style-type: none"> • Problems: Capacity and I-30 acts as a divider of downtown NLR - consider below grade facility with possibility of decking over at a later date. 	A, G, J
				<ul style="list-style-type: none"> • Suggested Improvements: If below grade facility is not possible, preserve local thru street options 7th, 4th, Broadway, Washington. 	B, E
				<ul style="list-style-type: none"> • Impacts: Do not own abutting property. I-30 divides a resurgent downtown NLR. 	J, S
				<ul style="list-style-type: none"> • Additional Comments: Construct the Chester St. Bridge over the Arkansas River. 	G
NA	08/12/14	Comment Form	19	<ul style="list-style-type: none"> • Problems: Congestion, bridge clearance, weaving, and super elevations. 	G
				<ul style="list-style-type: none"> • Suggested Improvements: How about calling I-40, I-30, I-440, I-430 one name like Beltway or Beltline or Urban Loop. 	J, S
				<ul style="list-style-type: none"> • Impacts: Beneficial. Better traffic flow. 	S
				<ul style="list-style-type: none"> • Additional Comments: Raise grade of bridge over Roosevelt. Solve weaving issues. Rename highways into one Beltway name. 	A, J, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA	08/12/14	Comment Form	20	<ul style="list-style-type: none"> • Problems: Road surface improvement, especially on the bridge over river. 	A, G
				<ul style="list-style-type: none"> • Suggested Improvements: in NLR Lakewood entrance (North Hills) dangerous to get on I-30. 	A
				<ul style="list-style-type: none"> • Impacts: Beneficial. 	S
				<ul style="list-style-type: none"> • Additional Comments: Concern for continued Pulaski education - good start with this meeting together public comments. Currently trash along I-30 corridor is a continuous problem - lots of debris. 	I, J, S
NA	08/12/14	Comment Form	21	<ul style="list-style-type: none"> • Additional Comments: Weaves problem. Prefer 8 lanes instead of 10. If access moved to 13th, key way finding to Curtis Sykes - historic. 5 lanes one way would be good. Better signage in I-40 directing people to Pike/McArthur to bypass I-30. 	A, B, E
Bryant, D.	08/12/14	Comment Form	22	<ul style="list-style-type: none"> • Problems: Please consider Chester Bridge alternative and how best to continue access to downtown LR areas during projects. 	F, M
				<ul style="list-style-type: none"> • Suggested Improvements: Less configuration of I-30. 	A
				<ul style="list-style-type: none"> • Impacts: Ultimately positive for area, but shorter/mid-term costs/trade-off must be kept in view. 	B, S
				<ul style="list-style-type: none"> • Additional Comments: I own 3 businesses in the area, all of which are established, one also office on President Clinton. 	S
NA	08/12/14	Comment Form	23	<ul style="list-style-type: none"> • Problems: Congestion, congestion, congestion - too much volume for current road. 	A
				<ul style="list-style-type: none"> • Suggested Improvements: Incorporate with contractor and subcontractor bonuses for finishing ahead of time - incorporate most up to date construction technologies for demolition and addition. 	P
				<ul style="list-style-type: none"> • Additional Comments: I've lived in Arkansas 45 years and it always amazes me how long the construction (road) projects take in this state. Our bidding process, specification process, approval process, construction process-procedures need a complete overhaul to bring Arkansas road construction into the 21st century. Find a way to cut through the red tape process to all levels. 	P
NA	08/12/14	Comment Form	24	<ul style="list-style-type: none"> • Problems: I think the main concern is congestion on the ramp from I-630. I don't think the other areas need to be improved. 	A, S
				<ul style="list-style-type: none"> • Cultural Resources: Most of the corridor on the LR side has older homes, many historic buildings, and communities that do not want to be disrupted. 	B

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 24 continued)	08/12/14	Comment Form	24	<ul style="list-style-type: none"> • Environmental Constraints: The corridor is close to the Arkansas River and Fourche Creek. I'm concerned about the impact on water quality. 	B
				<ul style="list-style-type: none"> • Suggested Improvements: I think the best thing of the community would be an improved public transportation system. Instead of expanding the highway, we could create a rapid transit bus system that would reduce congestion and environmental impacts. 	D
				<ul style="list-style-type: none"> • Impacts: Adverse. I'm concerned about the effect construction will have on the community. See comments below. 	M
				<ul style="list-style-type: none"> • Additional Comments: I have read several recent studies that have shown that adding lanes to highways DOES NOT solve congestion issues for the long term. On the other hand, creating a rapid transit bus system would reduce congestion. I do not believe that we should spend millions on a project that will displace homeowners while only offering a temporary relief to congestion. 	B, D, S
NA	08/12/14	Comment Form	25	<ul style="list-style-type: none"> • Problems: Congestion #1. Since so many roads dump into I-30 in downtown LR, I-30 needs to have significant lane additions. Possibly a doubling, but at a minimal 5 lanes each way. Anything less is a waste of time and worry. 	A
				<ul style="list-style-type: none"> • Suggested Improvements: If I-30 can't be widened to 5 or 6 lanes both ways, additional bridges up or down river need to be constructed. 	A, G
				<ul style="list-style-type: none"> • Impacts: Beneficial. Better transportation system helps commerce. 	S
NA	08/12/14	Comment Form	26	<ul style="list-style-type: none"> • Problems: Poor access to LR east of I-30 near river; dangerous on and off ramps near river. 	A, J
				<ul style="list-style-type: none"> • Cultural Resources: St. Edward's Church, cemetery near Roosevelt. 	B, H
				<ul style="list-style-type: none"> • Suggested Improvements: Enhance connectivity between east and west of I-30, both sides of river. Fewer ramps. Make it easier to get on I-630. 	A, J
				<ul style="list-style-type: none"> • Impacts: Beneficial. Safe travel. Enhance development east of I-30. 	B, S
NA	08/12/14	Comment Form	27	<ul style="list-style-type: none"> • Problems: Not enough areas to cross river. Everyone forced onto very few access points. 	A, G
				<ul style="list-style-type: none"> • Impacts: Beneficial. If congestion gets worse people might avoid area so improvements will allow growth. 	S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 27 continued)	08/12/14	Comment Form	27	<ul style="list-style-type: none"> • Additional Comments: Possibility of extending Hwy. 67/Hwy.167 at I-40 south bound through wetlands and railroad via elevated roadway all the way across river to add on additional route instead of extending current I-30 over bridge. It will relieve congestion with minimal obstruction to current occupied areas. 	G, S
Edwards, Dennis St. John Baptist Church	08/12/14	Comment Form	28	<ul style="list-style-type: none"> • Problems: Entrance ramps from Broadway on the north side and from Markham on the south side of I-30 are far too short making dangerous egress. 	A
				<ul style="list-style-type: none"> • Suggested Improvements: Widen merge to I-40 to two lanes and one to Park Hill. 	A
				<ul style="list-style-type: none"> • Impacts: Beneficial. Less congestion and safer travel. 	S
Ireland, James	08/12/14	Comment Form	29	<ul style="list-style-type: none"> • Problems: Congestion from I-630 going north onto I-30 to I-40. 	A
				<ul style="list-style-type: none"> • Suggested Improvements: Widen exits and entrances to two lanes rather than one, leave an open lane from one interchange to the next. 	A
				<ul style="list-style-type: none"> • Impacts: Beneficial. Economic, environmental, social. 	S
				<ul style="list-style-type: none"> • Additional Comments: I-30 should definitely be widened to 4 or 5 lanes. The inside lane could be designated as lane for through traffic and outside exits should be widened to two open continuous lanes on and off the freeway. 	A
NA	08/12/14	Comment Form	30	<ul style="list-style-type: none"> • Problems: Interchanges are too close too much weaving and poor lighting through Dark Hollow. 	A, J
				<ul style="list-style-type: none"> • Suggested Improvements: Widen the bridge and replace it, improve interchanges, construct a Chester St. Bridge, better signage at north interchange, add lighting on I-40. 	E, F, G, J
				<ul style="list-style-type: none"> • Impacts: Beneficial. 	S
				<ul style="list-style-type: none"> • Additional Comments: On I-40 from I-30 to Hwy.67 add more lanes separating them with some going toward Jacksonville and some going toward Memphis. Add flyovers at north interchange and at Hwy. 67 interchange. Also add a HOV lane or a special lane for trucks or transit. 	A, E
NA	08/12/14	Comment Form	31	<ul style="list-style-type: none"> • Problems: Bad road quality, bad exit ramp at Cantrell. 	A
				<ul style="list-style-type: none"> • Cultural Resources: Park Hill - they are aware. 	B, H
				<ul style="list-style-type: none"> • Impacts: Beneficial. If done right. 	S
NA	08/12/14	Comment Form	32	<ul style="list-style-type: none"> • Problems: Traffic congestion, constant construction. 	A, M
				<ul style="list-style-type: none"> • Impacts: Beneficial. 	S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Clifton, Norman	08/25/14	Comment Form	33	<ul style="list-style-type: none"> • Problems: All traffic seems to bottleneck around interchange exit points. 	A
				<ul style="list-style-type: none"> • Suggested Improvements: I think an exit off of I-40 W at North Hills Blvd in NLR would relieve some bottleneck problems at Hwy.107 & JFK. 	A
				<ul style="list-style-type: none"> • Impacts: Beneficial. 	S
Mitchell, Steve	08/26/14	Comment Form	34	<ul style="list-style-type: none"> • Problems: <i>(Note - Summarized due to length of comment. See Attachment D, Comment 34 for verbatim comment).</i> <ul style="list-style-type: none"> ○ I-30 SB on-ramp at Hwy. 70 (Broadway) – morning peak SB traffic problem. ○ I-30 Arkansas River Bridge – need shoulders, consider auxiliary lanes. ○ I-630 EB to NB Ramp – over capacity and impacts safety of EB I-630. ○ NB Curtis Sykes Dr. On-ramp - traffic merging from Curtis Sykes Dr. presents major conflict due to drivers wanting to access Hwy.107 and I-40 west – only 1,000 feet to get into the middle lane. ○ I-30 SB Hwy. 70 Off-Ramp (Bishop Lindsey Ave.) - SB exiting traffic has short merge. Difficulty accessing I-30 NB from Argenta when there is a special event since Bishop Lindsey is stop controlled. ○ NB I-30 Off-Ramp to Hwy. 107 – after the NB I-30 lanes split into I-40, the overhead I-40 WB exit sign is too close to lane drop. Traffic at Hwy. 107 ramp at signal backs up. ○ I-40 EB and WB between I-30 and Hwy. 67 - massive long weave, causes congestion and confusion. ○ I-30 NB Off-Ramp to Broadway - ramp is overwhelmed and backs up onto the I-30 main lanes. ○ I-530 NB Ramp to NB (EB) I-30 – ramp over capacity at morning peak, needs an additional lane to carry to I-630. ○ Hwy. 10 Elevated Section – Do not remove. ○ I-30 SB between 6th St. and I-630 Exits - chaotic section, little time to make multiple lane changes. Consider impact that additional lanes may have on this section. 	A
				<ul style="list-style-type: none"> • Suggested Improvement: Noise dampening in the River Market area. 	B
				<ul style="list-style-type: none"> • Impacts: Beneficial. Better access. 	S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Mitchell, Steve (Continued)	08/26/14	Comment Form	34	<ul style="list-style-type: none"> Additional comments: You'll note from the attached comments I know the corridor well. My history goes back to play in gullies eroded into the depressed excavation when a student at R.H. Parham Elementary that AHTD tore down for I-630. Over 30 years of commuting followed. Would be happy to comment on any proposals under consideration. AHTD retiree. 	S
NA	08/14/14	Comment Form	35	<ul style="list-style-type: none"> Problems: Danger to merge; too many exits, too close together; commuter choke slows passage. 	A
				<ul style="list-style-type: none"> Cultural Resources: Woodruff House - save this icon. Curran Hall 615 E. Capitol, LR. All historic houses in LR, around MacArthur Park. 	B, H
				<ul style="list-style-type: none"> Environmental Constraints: MacArthur Park. Pettaway Park - E. 21st LR. 	B, H
				<ul style="list-style-type: none"> Suggested Improvements: Use mass transit and hold commuters on perimeter, then bus all into jobs in business district. 	D
				<ul style="list-style-type: none"> Impacts: Adverse. Fear loss to neighborhoods bordering study area from more lost homes, isolating construction, loss of parks, loss of historic structures. 	B, M
NA	08/14/14	Comment Form	36	<ul style="list-style-type: none"> Problems: This is a great project; there is a significant need to increase safety and travel time along I-30. I suggest adding lanes and eliminating numerous access points. Removing access can be painful for some but this is an interstate and needs high mobility. 	A, S
				<ul style="list-style-type: none"> Suggested Improvements: There is much thru traffic from Hwy. 67; upgrading Hwy. 67 to interstate standards north to Walnut Ridge would be good - more NE AR and SEMO. There is time savings by using Hwy. 67/60/I-55. 	S
				<ul style="list-style-type: none"> Impacts: Beneficial. Time is money - the communities will benefit by safer travel and money saved. 	S
				<ul style="list-style-type: none"> Additional Comments: Good meeting! Very well organized. 	S
				<ul style="list-style-type: none"> Problems: Congestion and access across the right-of-way. 	A
NA	08/14/14	Comment Form	37	<ul style="list-style-type: none"> Cultural Resources: I think you have them all. 	S
				<ul style="list-style-type: none"> Environmental Constraints: Our facility on Roosevelt Rd. 	R
				<ul style="list-style-type: none"> Suggested Improvements: Combine exit ramps - exit are for multiple exits [unclear]. 	A, R
				<ul style="list-style-type: none"> Additional Comments: If going to build new bridge - use it for thru traffic and use existing bridge for local access. 	A

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Robert, Sallie	08/14/14	Comment Form	38	• Cultural Resources: Oakland etc. Natural.	B, H
				• Suggested Improvements: Do it.	S
Schlereth, John	08/14/14	Comment Form	39	• Additional Comments: My concern is only if additional revenue is necessary. We have 9 parks in the study area. 7 are billboard locations.	A, S
NA	08/14/14	Comment Form	40	• Problems: I would like to see another corridor connecting Hwy. 67 with I-440, or maybe some other route around the east side of town.	F
				• Cultural Resources: They are already aware of the ones I know about. We should definitely not be bulldozing any of our heritage. Far too much has been lost already to insensitive projects.	B
				• Suggested Improvements: The loop from I-630 to I-30 should not have a lane ending. A lot of rude people race to the merge point so they can get ahead of considerate people who are waiting in line. The ramps to the current bridge have no acceleration lanes.	A, S
NA	08/14/14	Comment Form	41	• Problems: Poorly designed on ramps in some areas (e.g. downtown to I-30 E). Constriction of traffic flow.	A
				• Cultural Resources: Lots, but I will discuss in my official capacity.	S
				• Environmental Constraints: The ones you are already aware of.	S
				• Suggested Improvements: The on ramp from 2nd St. area (i.e., just south of main library) to get onto I-30 E is really short and really restricts traffic.	A
				• Impacts: Both. We all benefit from better transportation. We have significant concerns re: historic properties, but we will of course work with AHTD/FHWA to resolve them.	B, S
NA	08/14/14	Comment Form	42	• Problems: The access ramps are too short and too frequent. There should be focus on moving ramps and access away from the Riverfront. It's too congested and widening and expanding ramps in this area won't help (or so is my opinion anyway).	A
				• Suggested Improvements: Focus more on directing traffic around the city on the beltways before increasing capacity on I-30. Widening roads does not relieve congestion, it increases capacity and encourages more traffic.	S, Q
				• Impacts: Adverse. Continuing to focus all our money and energy in supporting only automobile traffic will only encourage more people to drive more and make it harder to increase biking/walking/mass transit and rail opportunities.	C, D

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 42 continued)	08/14/14	Comment Form	42	<ul style="list-style-type: none"> • Additional Comments: This project should not just be considered a reaction to growing traffic. The results of expansion need to be considered as well. Will this increase traffic more? How are we encouraging people to leave their cars at home more? Does this solve the problem or will we have to widen the freeway again in another 30 years? I want to live in a city for people, not for cars. I-30 benefits those who do not live around and it and hurts the people who live adjacent to it. 	B, E, S
Hadfield-Foss, Donna	08/14/14	Comment Form	43	• Problems: More lanes needed. More efficient exits.	A
				• Environmental Constraints: Old VA - asbestos. But this may not affect this project.	B, H
				• Suggested Improvements: Lanes and exits.	A
				• Impacts: Beneficial. I have property on Roosevelt between Rock and Commerce Streets.	S
Quapaw Quarter Association	08/14/14	Comment Form	44	• Problems: Lots - add William E. Woodruff House - on 8th St., Curran Hall is LR's official visitor information center on Capitol Ave.	B, H
				• Suggested Improvements: Route traffic on I-440 and I-430. Public transit.	D, Q, S
				• Impacts: Adverse. Disrupt downtown traffic and development, harm historic districts and resources.	B, S
Muse, Rohn President Forest Hills Neighborhood Association	08/14/14	Comment Form	45	• Problems: Not as proposed (or being discussed). Need to alleviate perceived congestion by utilizing the Chester St. proposal and increase public transportation options beginning with luxury buses and gradually add other type up to and including light rail.	D, F
				• Cultural Resources: They are on the - and some within the study area [unclear]. Hanger Hill Community has many historical structures that need to be saved.	B, H, R
				• Environmental Constraints: MacArthur Park.	B, H
				• Suggested Improvements: Bring more public attention to the under-utilized I-440 which is a great alternate route for those living outside LR/WLR but who come into these areas for a variety of purposes including to work.	Q, S
				• Impacts: Adverse. Livability and sense of community in historic neighborhoods. No one should lose their home[s] in the process. It seems those who complain about congestion are those who live outside the metro area.	B, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Muse, Rohn President Forest Hills Neighborhood Association	08/14/14	Comment Form	46	<ul style="list-style-type: none"> • Problems: I think a lot of consideration needs to be focused on studying who contributes more to the perceived congestion (only lasts about 15 minutes at peak periods). By this, I suggest studies will indicate more people outside of the city coming into the area contribute to this peak time congestion more by far than others. Why should urban dwellers home owners suffer for their perceived inconvenience? 	Q, S
NA	08/14/14	Comment Form	47	<ul style="list-style-type: none"> • Problems: Congestion, rough roads. 	A
				<ul style="list-style-type: none"> • Cultural Resources: Hanger Hill historic district, Reichardt House. 	B, H
				<ul style="list-style-type: none"> • Environmental Constraints: Sol Allman's Scrap Yard in Hanger Hill on 6th St. It's visually unappealing and a potential threat to ground water. 	S
				<ul style="list-style-type: none"> • Suggested Improvements: Improve pedestrian access on the 6th and 9th St. overpasses leading from downtown to Hanger Hill. Add pedestrian/bike lanes and make the bridges look more aesthetically pleasing. 	C, J
				<ul style="list-style-type: none"> • Impacts: Beneficial. Only if improvements are made to Hanger Hill in regard to access via 6th and 9th St. overpasses and removal of hazardous sites. 	B, S
Shepherd, Evelyn	08/14/14	Comment Form	48	<ul style="list-style-type: none"> • Problems: Daily back-ups impossible to get anywhere between 5:00 p.m. and 6:00 p.m. 	A
				<ul style="list-style-type: none"> • Cultural Resources: My house is a historical structure not sure what to say!! 	B, N
				<ul style="list-style-type: none"> • Suggested Improvements: If only more people would carpool or take I-440. 	E, Q, S
				<ul style="list-style-type: none"> • Impacts: Both. I think my house would be impacted but it would ease congestion maybe worth it. 	B, S
NA	08/18/14	Comment Form	49	<ul style="list-style-type: none"> • Problems: Congestion at rush hours. Difficulty of directing tourists to downtown sites. 	A
				<ul style="list-style-type: none"> • Cultural Resources: Woodruff House, Reichardt House, Hangar Hill neighborhood, MacArthur Park, Bowen Law School (former UAMS), house between Rockefeller School and Roosevelt Rd., Curran Hall (LR Visitor & Information Center), Historical AR Museum, Horace Mann High School. 	B, H
				<ul style="list-style-type: none"> • Environmental Constraints: Parks, Riverfront, Presidential, MacArthur, Hangar Hill parks. 	B, H

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
NA (Comment 49 continued)	08/18/14	Comment Form	49	<ul style="list-style-type: none"> • Suggested Improvements: Divert traffic to I-430 or east of airport. Add mass transit (light rail), trolleys, etc. Add another river bridge at Chester St. 	D, F, Q
				<ul style="list-style-type: none"> • Impacts: Adverse. Increased traffic, under highway, will threaten residential and cultural assets. 	B, S
				<ul style="list-style-type: none"> • Additional Comments: Please add bicycle and pedestrian bridges to link Hangar Hill and other neighborhoods east of I-30 to [the] west, particularly to MacArthur Park. Minimize impact to existing historic neighborhoods and structures and parks (Presidential Park, Riverfront, and MacArthur Parks). 	B, C
Harvell, Grady AFCO Steel	08/19/14	Comment Form	50	<ul style="list-style-type: none"> • Additional Comments: While our property is not on I-30, we are adjacent to it and require access for over length/over dimension loads that we produce. Plants at 6th & Thomas and 1500 E 22nd St. both depend upon good access to I-30. 	A
Harvell, Grady AFCO Steel	08/22/14	Comment Form	51	<ul style="list-style-type: none"> • Additional Comments: While our property is not on I-30, we are adjacent to it and require access for over length/over dimension loads that we produce. Plants at 6th & Thomas and 1500 E 22nd St. both depend upon good access to I-30. 	A
Jones, Chuck	08/22/14	Comment Form	52	<ul style="list-style-type: none"> • Problems: Congestion, Dangerous Road, Roughest Road in Arkansas. 	A
				<ul style="list-style-type: none"> • Suggested Improvements: The existing corridor has had to last 60 + years with nominal improvements - go ahead and make 10-12 lanes for the next 60 years. 	A, S
				<ul style="list-style-type: none"> • Impacts: Beneficial. All transportation improvements have an overall benefit to society/community. 	S
Diaz, LaKresha	08/27/14	Comment Form	53	<ul style="list-style-type: none"> • Problems: Merging onto I-30 from I-630 is congested. A simple reconfiguration could improve it. No sidewalks along freeway adjacent to neighborhood. Little landscaping, too much noise. 	A, B, J
				<ul style="list-style-type: none"> • Cultural Resources: 1201 Welch St., LR, AR built 1872, on National Registry of Historic Places very historically significant. 	B, H
				<ul style="list-style-type: none"> • Suggested Improvements: The merging from I-630 to I-30 is the problem, not the overall number of lanes. 	A
				<ul style="list-style-type: none"> • Impacts: Adverse. Noise, possible removal of home and historic structures. 	B, S
Lyon, Matthew	08/27/14	Comment Form	54	<ul style="list-style-type: none"> • Problems: Infrastructure is clearly outdated. Too many on and off ramps in proximity to one another on both sides. No direct access to Verizon Arena from I-30 EB. Merging hazard on Arkansas River. 	A

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Lyon, Matthew (continued)	08/27/14	Comment Form	54	<ul style="list-style-type: none"> • Cultural Resources: How will MacArthur Park, UALR Law School, Northshore RV Park be affected? 	B
				<ul style="list-style-type: none"> • Environmental Constraints: Bill Clark Wetlands, AGFC Nature Center. 	B, H
				<ul style="list-style-type: none"> • Suggested Improvements: At least 4 lanes each direction, more seamless and safe merging from I-630 (i.e., move Roosevelt Rd WR exit farther north so as to not interfere with I-630 E to I-30 W motorists). Also, from I-530 NB from Dixon Rd. to I-30/I-440, add one lane. 	A
				<ul style="list-style-type: none"> • Impacts: Beneficial. A totally modernized freeway would do wonders for downtown LR/NLR. 	A, S
				<ul style="list-style-type: none"> • Additional Comments: Not a property owner but would still like more information, please. Also, improvements for I-30 EB motorists merging with I-530 NB traffic that need to take the Roosevelt Rd. exit. Lots of dangerous weaving. Same with Hwy. 67/Hwy.167 SB to I-40 WB to I-30 WB. Would like to know what improvements would be made to LaHarpe Blvd. WB from I-30 to the new Broadway Bridge. Would like to see if there are any preliminary drawings/plans for how exit ramps will take shape. All in all, a very good meeting and am looking forward for the project to take shape. Thank you. 	A, I, S
Herron, Jennifer	08/28/14	Comment Form	55	<ul style="list-style-type: none"> • Problems: Short on-ramps. 	A
				<ul style="list-style-type: none"> • Cultural Resources: Woodruff House - east of I-30. Built in 1853 for the founder of the Ark. Gazette, William Woodruff - important landmark. 	B, H
				<ul style="list-style-type: none"> • Environmental Constraints: Clinton Presidential Park, Wetlands and River Market - public enjoys these areas and provides good biking around NLR & LR. 	B, H
				<ul style="list-style-type: none"> • Suggested Improvements: AHTD needs to work with CATA, LR and NLR to find better or additional ways to decrease congestion of highways and that is by offering more services, routes, TOD's for the community - need to work together on this. 	D
				<ul style="list-style-type: none"> • Impacts: Adverse. Expanding highways doesn't solve the problem as shown from several studies. Have to offer other modes of transportation to get congestion off highways. 	D, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Herron, Jennifer (continued)	08/28/14	Comment Form	55	<ul style="list-style-type: none"> Additional Comments: See attachment - not necessarily promoting light rail but other options to expanding the highways. Realize the voters passed money, but need to spend wisely. Work with others such as CATA to help community. It's important for Arkansas Central Region. <i>Note: Due to its length, the attachment to this comment is presented in Attachment D, Comment 55 of this public meeting summary report.</i> 	D, S
Smith, Lynn	09/02/14	Comment Form	56	<ul style="list-style-type: none"> Problems: Through traffic should be separated from local traffic. 	A
				<ul style="list-style-type: none"> Cultural Resources: MacArthur Park, Hanger Hill, Marshall Square Historic Districts and Reichardt House. 	B, H
				<ul style="list-style-type: none"> Environmental Constraints: Riverfront Park and Presidential Park. 	B, H
				<ul style="list-style-type: none"> Suggested Improvements: (<i>Note - Summarized due to length of comment. See Attachment D, Comment 56 for verbatim comment, which also includes illustrative maps.</i>) <ul style="list-style-type: none"> Rename I-440 (from I-530 to Hwy. 167) to I-30. Create one-way frontage roads on both sides of existing I-30 from Curtis Sykes exit to Roosevelt exit. In North Little Rock, install Texas turnaround for NB to go SB at 19th St. Remove SB on ramp and NB off ramp at Curtis Sykes. Curve Cypress and Locust St. to become one way local bridges across river to hug the new bridge. In Little Rock, remove all of the exits and entrances that exit and enter from 2nd St. and remove the 3rd St. entrance NB. Redo exits to exit onto 2nd St. Local frontage roads go under the new entrance/exit ramps. Remove the 6th St. and 9th St. exit and entrance ramps. Keep entrance at McGowan to enter I-30. Make new ramp to enter I-630 at McMath. Keep Roosevelt ramps. SB local frontage road follows already named frontage road and McGowan St. New segment shown in illustrative map. NB frontage road follows existing frontage road. New segment shown in illustrative map. 	A
				<ul style="list-style-type: none"> Impacts: Adverse. Destroying historical places. 	B, S
Copher, Brian	08/12/14	Email	57	I respectfully request and propose greater consideration to a road addition/extension that would connect the east end of I-630 with intersection of I-40 and Hwy. 67/Hwy.167 with a divided 4 lane highway. (<i>Note – comment included illustrative map, see Attachment D, Comment 57</i>).	F

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Price, Brenda (AHTD) on behalf of Anonymous	08/13/14	Email	58	I [Brenda Price, AHTD] spoke on the phone with a trucker yesterday afternoon. He wanted to contribute a comment/suggestion to the PEL Study PI. He has traveled I-35 through Austin, TX and the interstate is a two level facility with the upper level reserved for through traffic with no or few exits. He also has used a similar facility in Louisville, KY. His suggestion was that this is an alternative that should be considered during the PEL Study for I-30.	A
Wells, Kathy	08/14/14	Letter	59	The Coalition of Greater Little Rock Neighborhoods wants the greatest value for the expenditure of our tax dollars, and we are doubtful the current direction of the widening of Interstate 30, as proposed by the Ark. Highway Department, meets that standard. We learned from your spokesman's visit to our group June 14 that legal constraints prevent you from properly considering alternatives to widening the roads. We recommend you seek to lift that constraint in the January, 2015, session of the Arkansas General Assembly. Recognize that your job is to move people in urban areas, and in commuter stretches of road usage. Include mass transit in your planning and jointly fund future projects with Central Ark. Transit Authority. Declining revenues from fuel taxes cast serious doubt on the agency's future ability to maintain whatever is built today. Moreover, no alternative source of funding has been provided. This project is to be funded with a sales tax that has a sunset ending date. Any future renewals of such a tax cannot be assumed. We recommend you seek to repeal the state law that forbids your agency from developing property and generating revenue from it. As Coalition members discussed at that June session, your department could profit from developing a "transit station" at I-430 and I-630, or I-30 and I-40, where commuters park cars and shuttle into jobs in downtown Little Rock. They might leave that car for servicing in a retail outlet at the ground floor of a parking deck. A café might provide breakfast on the way to work. A grocery might provide bread and milk going home. Adding lanes of pavement is no solution to congestion, and there's plenty of evidence on record to support that policy position. Let's pursue adding a new pathway - a Chester St. Bridge over the Arkansas River. Moreover, our residents object to being taxed to subsidize cross-country trucking firms who pound our interstates to gravel, yet lobby successfully to evade paying their fair share of the highway maintenance costs. Spend our tax dollars to benefit us, rather than truckers.	B, D, F, J, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Thielemier, Benjamin	08/14/14	Email	60	I was unable to attend the public meetings held this week re: CA0602 for the I-30 river bridge between I-530 and I-40 but I would like to share my thoughts. I believe, primarily, that this section of the interstate (or at a minimum the section between Roosevelt Road and the I-40 split) should be buried and carried through a tunnel. Tunnels, typically, take less time to construct and will result in less traffic disruption during construction. The interstate currently serves as a major dis-connector between much of Little Rock's downtown renaissance as well as disconnecting many neighborhoods on the east side of the interstate from the western side. Removing the interstate from above ground would allow for a reconnection of these areas. Substantial widening of the interstate will take up even more of Downtown's limited space and lend nothing to the beauty of our downtown skyline and river. Importantly for Downtown Little Rock-tunneling of the interstate would allow for the removal of the Cantrell interchange which takes up much of several blocks. This should be accomplished regardless of whether the Interstate is placed below ground or not. There are plenty of entrances and exits for downtown without taking so many blocks.	A, B, J
Pekar, Dale	08/15/14	Email	61	<i>(Note - Summarized due to length of comment. See Attachment D, Comment 61 for verbatim comment).</i> Develop alternatives that re-designate I-430 and I-440 respectively as I-30 to draw off through traffic from the downtown area. Develop an alternative which would designate both I-430 and I-440 as I-30--along the lines of I-35E and I-35W in the Dallas-Ft. Worth area. Elucidate the display of future crashes. Develop an alternative that permanently reduces the number of open lanes in this area to two; reserves one of the current lanes for emergency use only, and permanently stations police and a wrecker in the emergency lane to handle emergencies more quickly. Reduce the posted speed limit in this area. Live with the congestion. If you feel compelled to add more lanes to this segment, double-deck this stretch of interstate and make the new lanes for through traffic only--no ingress or egress to Little Rock or North Little Rock.	A, E

Wilson, William	09/08/14	Comment Form	62	<ul style="list-style-type: none"> • Problems: Same old model - it is broken. 	S
				<ul style="list-style-type: none"> • Cultural Resources: Map: Historic District, Hanger Hill, Woodruff House, Rockefeller School, Moon/Booker, Jewish Cemetery, National Cemetery, Arsenal Building, Law School. 	B, H
				<ul style="list-style-type: none"> • Environmental Constraints: Map: Fourche Creek Wetland, Bill Clark Wetlands. 	B, H
				<ul style="list-style-type: none"> • Suggested Improvements: Fixed rail - I-630 only 4 lanes - max, use technology for traffic, other modes of transportation. 	A, D
				<ul style="list-style-type: none"> • Impacts: Adverse. PCD, Park, homes in map, SOMA, Hanger Hill. 	B, S
				<ul style="list-style-type: none"> • Additional Comments: Respect the urban neighborhood and ecology and environment of the surrounding interstate. 	B, S
Minyard, Brian	08/19/14	Email	63	A question has arisen. I attended the meeting on the 14th. The mail back comment cards said that they needed to be postmarked by the end of August. Since the meeting is September 8th, what options does the Historic District commission have to formally have input? I do not know if they will want to pass a resolution, but if they did, would it be too late for public comment? If you have received resolutions from other groups, what was the protocol?	K

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Table 8 provides a listing of all comments received at the public meetings as written on post-it notes and applied directly to the Problems (Need) exhibit board. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim.

Table 8. Post-it Note Comments from Problems (Needs) Exhibit Board (Public Meeting Station 4)

Grouping Category	Comment No.	Comment	Times Mentioned	Response Code
Congestion	PR-1	Congestion in general.	7	A
	PR-26	Congestion - I-630/College St. to 9th St.	2	
Ramps / Interchanges	PR-2	Short on-ramps; too many on-ramps; tight exits on I-30	12	A
	PR-4	JFK backs up on JFK (Exit ramp).	4	
	PR-5	Park Hill exit-Traffic backs up to exit ramp.	4	
	PR-7	On ramp Lakewood exit - go over 3 lanes now - safety issue.	3	
	PR-6	Redesign Cantrell ramp; merging at Cantrell a problem.	6	
	PR-9	Need to have access - North Hills to I-40 East at LKWD Exit.	2	
	PR-17	On ramps are the same as off ramps - big problem.	1	
	PR-19	Space between interchanges.	1	
Weaving	PR-8	Weaving problem on I-40 - wants flyover ramps along I-40.	3	A
	PR-9	I-40 E from Park Hill – skip over lanes dangerous.	2	
	PR-13	I-40 W - Parkway one lane needs to be two lanes going to I-40.	1	
	PR-21	Weaving section Hwy.167/Hwy. 67 to I-40 to I-30.	1	
Bridge	PR-10	Bridge replacement and/or widening.	2	G
	PR-15	Build bridge right beside it - west side of Broadway.	1	
	PR-24	I-30 bridge pier in middle of navigation channel needs removal. Must replace, NOT widen!	1	
Lighting / Aesthetics	PR-11	Lighting on Lakewood and I-40 exit - really tight circle with frequent breakdowns - Scared I will hit someone.	2	J
	PR-13	Better lighting along corridor (dark hollow).	1	
	PR-16	More Lighting.	1	
Bike and Pedestrian	PR-25	Interstate is an aesthetic and stressful barrier to bicycles and pedestrians.	1	C, J
Environmental	PR-23	Woodruff house needs to be on the constraints map.	4	B, H
Construction	PR-22	Concerned about traffic during bridge construction.	1	M
Maintenance	PR-3	Stoplight at Washington and Locust.	4	E
	PR-18	Road lines more visible in rain/snow.	1	J
	PR-20	State Highway drains repaired by I-30 at Locust and Washington Ave.	1	S

Table 9 provides a listing of all comments received at the public meetings as written on post-it notes and applied directly to the Goals/Objectives exhibit board. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim.

Table 9. Post-it Note Comments from Goals/Objectives Exhibit Board (Public Meeting Station 4)

Grouping	Comment No.	Comment	Times Mentioned	Response Code
Alternative Route	GL-1	Construct Chester St to NLR Bridge.	7	F
	GL-14	Additional river crossing essential!!!	1	
Alternative Modes	GL-2	Provide bike and pedestrian facilities.	28	C
	GL-4	Improve bike and pedestrian access.	2	
	GL-9	Support current transit.	1	D
	GL-10	Create effective public transportation system.	5	
	GL-21	Implement light rail/plan for light rail in right-of-way.	14	
	GL-23	Consider other ways to alleviate congestion other than widening.	6	
	GL-26	Increase public transit use.	4	
Outreach	GL-5	Better communication during the construction process.	2	O
	GL-29	Public education on new routes and ramps.	1	
Aesthetics	GL-13	Attractive Architectural design to bridge.	1	J
	GL-19	Design with context sensitive solutions in mind.	1	
	GL-31	Aesthetic consistency with existing bridges.	1	
Environmental Impacts	GL-15	Do not relocate people from homes.	1	B
	GL-16	Historical and Cultural; robust archeological and historic resources survey; historical preservation; preserve neighborhoods.	14	
	GL-30	Reduce traffic noise, but do not use ugly barriers.	1	
Access	GL-3	Plenty of access to Downtown North Little Rock.	2	A, J
	GL-8	Connection to Riverfront and all green space in corridor.	1	
	GL-20	Improve E-W connectivity.	1	
Specific transportation solution suggested	GL-6	If widen in one section, do not cause bottlenecks in other sections.	2	A
	GL-7	Do not only rehab I-40; needs to be widened and interchanges improved.	2	
	GL-11	Two-lane merger needed from I-630 onto I-30 E&W especially toward the river. These two lanes need to continue making I-30 5 lanes.	1	
	GL-12	Take thru traffic off I-30, put on local connector.	1	A, E
	GL-22	Cover interstate and create parking when feasible.	6	A, J
	GL-25	Fewer exit ramps.	5	A
	GL-27	Double deck the bridge.	4	G
	GL-32	Widen I-630 to I-30 NE ramp - lanes end too abruptly.	1	A
	GL-33	Use flybys as the highway access instead of ramps.	1	
	GL-34	Seamless transition from I-30 to I-40 E.	1	J
	GL-35	Observation deck. Charge fee for vantage point.	1	
Congestion Management	GL-36	Bury I-30 below ground to reconnect the city above.	1	A, J
	GL-17	Improve signage along I-30 and I-40.	1	E
	GL-18	HOV lanes or truck/ special lanes? Carpool?	1	
	GL-24	Divert trucks around the city, not through.	5	
	GL-28	Consider long term implications of widening an urban freeway! Widening does not relieve congestion, it increases capacity!	3	D, E, S

Table 10 provides a listing of all comments received at the public meetings as transcribed directly on the large notepad located at public meeting Station 6. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 12**. Comments are listed verbatim.

Table 10. Comments from Large Notepad (Public Meeting Station 6)

Grouping	Comment No.	Comment	Response Code
Alternative Mode	NP-1	Evaluate rail options (example: light rail in St. Louis).	D
	NP-2	Go 21 high-speed rail program.	
	NP-19	Move the trolley (possibly link it to the airport).	
	NP - 21	Light rail.	
Specific transportation problem identified and/or solution suggested	NP-4	Merging.	A
	NP-5	Fix bridge over Roosevelt (it's too low). It's been hit by trucks several times.	
	NP-6	Two lane entrances and exits along I-30.	
	NP-7	Texas turnaround on I-30.	
	NP - 8	Continuous weave lanes between ramps.	
	NP – 11	Safety concerns on Locust and Riverfront.	
	NP – 12	Weaving between Hwy. 67 and I-30.	
	NP - 13	Faith Furniture: Owners concerned about stability of the roadway.	
Congestion Management	NP - 14	HOV lanes or dedicated lane for trucks.	E
	NP – 20	HOV lanes.	
	NP - 22	Public awareness of I-440 as an alternate route.	Q, S
Environmental Impacts	NP - 3	Flooding along the I-30 corridor.	B
	NP - 9	The adverse effects on Dark Hollow neighborhood.	
Lighting / Aesthetics	NP - 10	Corridor consistency.	J
	NP - 15	Highway safety: lighting along Dark Hollow area.	
	NP - 18	Safety lighting for students crossing under bridge.	
Access	NP - 17	Access and parking near school and library.	A, B

Table 11 provides a listing of all comments received at the public meetings as applied via post-it note directly on the large, aerial photograph maps of the study area. Also included is the corresponding response code. The response code key is presented in **Table 12**. Comments are listed verbatim.

Table 11. Comments from Aerial Photograph Maps (Public Meeting Station 6)

Comment Number	Comment	Response Code
MAP - 1	Need more than one I-40 WB lane after I-30/I-40 split.	A
MAP - 2	Confusing diverge. I-40 traffic often goes to Park Hill. <i>Post-it note comment placed near I-40 W and Hwy. 65N / Hwy. 107N split.</i>	A
MAP - 3	Need more signs showing right lane exit only. <i>Post-it note comment placed near Main St. Bridge.</i>	A, E
MAP - 4	Make Curtis Sykes on-ramp EB I-40 only. Make North Locust to Lakewood Interchange WB I-40 on-ramp.	A
MAP - 5	Locust St. bridge replacement? <i>Post-it note comment placed near bridge over railroad tracks between E 9th St. and E 13th St.</i>	A
MAP - 6	Main artery to downtown. <i>Post-it note comment placed near Exit 141B exit off ramp and N Cypress St.</i>	R
MAP - 7	Maintain 7th street ramps. Downtown (S) and Broadway Bridge connection. <i>Post-it note comment placed near Bishop Lindsey Ave. and N. Cypress St. intersection.</i>	A
MAP - 8	More use of Riverfront Rd. <i>Post-it note comment placed near Main St. Bridge.</i>	Q, S
MAP - 9	Drainage issue; underground pipe/culvert issue (rubble) - South Locust. <i>Post-it note comment placed near S. Locust St.</i>	A, S
MAP - 10	Rawhorn Furniture. -609. <i>Post-it note comment placed between S. Locust St. and N. Pine St.</i>	R, S
MAP - 11	Replace and widen bridge with special lighting. <i>Post-it note comment placed near I-30 Bridge.</i>	A, J
MAP - 12	Add new bridge at Chester.	G
MAP - 13	Need deceleration lane for Highway 10 exit.	A
MAP - 14	Pedestrian safety is a problem by Axcion; folks are always walking across the on-ramp.	C
MAP - 15	Eliminate this interchange, it detracts from the area - steer traffic elsewhere. <i>Post-it note comment placed near E. 2nd St. and I-30 interchange.</i>	A
MAP - 16	Improve this interchange. <i>Post-it note comment placed near E. 2nd St. and I-30 interchange.</i>	A
MAP - 17	Improve this interchange. <i>Post-it note comment placed near I-630 and I-30 interchange.</i>	A
MAP - 18	Lengthen 9th St. on-ramp, obstructed view during merging. <i>Post-it note comment placed near I-30 and I-630 interchange.</i>	A
MAP - 19	Need two on ramps I-30/I-630.	A
MAP - 20	Super E problem. <i>Post-it note comment placed near I-30/I-630 interchange.</i>	A
MAP - 21	Flyover from I-630 to left lane of I-30 West for airport traffic.	A
MAP - 22	More Roosevelt ramps on both sides close to Roosevelt Rd.	A
MAP - 23	Bridge hit several times. <i>Post-it note comment placed near I-30 overpass over E. Roosevelt Rd.</i>	A
MAP - 24	SPUI design at Roosevelt. <i>Post-it note comment placed near I-30 and Roosevelt Rd.</i>	A
MAP - 25	Move Roosevelt Rd. exit closer to Roosevelt and further from I-440 and I-30 ramps.	A
MAP - 26	Congestion due to sag in elevation - poor line of sight. <i>Post-it note comment placed between E. 28th and E. 29th streets near I-30.</i>	A
MAP - 27	Replace all ground mounted lighting with high mast lighting.	J
MAP - 28	Add another EB thru lane on I-30 from I-440 on ramp to I-440 off ramp to I-30 EB for a total of 3 lanes through that section.	A
MAP - 29	Improve this section by adding more lanes flyovers and lighting (I-40). <i>Post-it note comment placed near North Hills Blvd.</i>	A, J
MAP - 30	Radius of this ramp is really tight. If cars pull over to change a flat, it is dark and dangerous! <i>Post-it note comment placed near North Hills Blvd. on south side of I-40.</i>	A, J

Comment Number	Comment	Response Code
MAP - 31	Improve North Hill interchange and add flyovers at the Hwy. 67 and I-30 interchanges. Also add more lighting at I-440 to I-430.	A, J
MAP - 32	Access I-40 east from North Hills Blvd.	A
MAP - 33	Park Hill exit congestion.	A
MAP - 34	JFK to I-40E ramp needed.	A
MAP - 35	Merging lane way too short to get over I-40E at Main St.	A
MAP - 36	Improve North interchange with better lighting and flyovers. <i>Post-it note comment placed near I-30/I-40 interchange.</i>	A, J
MAP - 37	Get rid of 15th St. interchange. Put it at 13th St.	A
MAP - 38	Connect Cypress St. with a railroad overpass.	A
MAP - 39	A special lane for carpooling, transit, or trucks.	A, D, E
MAP - 40	Stop light improvements at Broadway. <i>Post-it note comment placed near I-30/Broadway intersection.</i>	E
MAP - 41	Expansion could interfere with interior least term habitat. <i>Post-it note comment placed near Riverfront Dr. and I-30.</i>	B
MAP - 42	Make the I-30 Bridge a special design bridge with LED lighting.	G, J
MAP - 43	Possibly widen interchange for exit and entrance. <i>Post-it note comment placed near I-30 and 2nd St.</i>	A
MAP - 44	Revise the on/off ramps to minimize the amount of land they use. <i>Post-it note comment placed at 2nd St. and I-30.</i>	A, B
MAP - 45	Connect Capitol over the Interstate. <i>Post-it note comment placed near I-30 and Capitol Ave.</i>	A
MAP - 46	I-630 ramp congestion. <i>Post-it note comment placed near I-630 and I-30 N ramp.</i>	A
MAP - 47	For immediate improvement: make both right lanes exit only between I-630 off ramps and I-630E/I-30E on ramps. That way I-630 traffic won't have to merge onto I-30 east bound.	A
MAP - 48	SPUI or Texas turnaround type of interchange. <i>Post-it note comment placed near E. Roosevelt Rd. and I-30.</i>	A
MAP - 49	Widen I-40.	A
MAP - 50	Fix Lakewood entrance!!!!	A
MAP - 51	Avoid weaves (toward Jacksonville). <i>Post-it note comment placed near I-40 and Hwy 67.</i>	A
MAP - 52	Comment includes a drawing of ramps modifications from I-40 to Hwy. 67. No verbiage. See Attachment D , Map Comments, August 12, 2014 Public Meeting, Comment 52 for drawing.	A
MAP - 53	High mass lighting and put flyovers. <i>Post-it note comment placed near Hwy. 67 and I-40.</i>	A, J
MAP - 54	Don't widen any part of I-30 from I-40 to I-630, instead use money to run trolley from Roosevelt Rd. to at Least McCain.	D
MAP - 55	Find a way to "unweave the weave" on I-40 without destroying church, Park Hill/Lakewood, or Dark Hollow. <i>Post-it note comment placed near I-40 toward Memphis.</i>	A, B
MAP - 56	Add lanes and reduce access points. Bypass routes are only helping travel time during peak hour. <i>Post-it note comment placed near I-40 toward Memphis.</i>	A
MAP - 57	Trail system line from NLRHS property to Riverfront. <i>Post-it note comment placed between North Pine St. and North Vine St.</i>	C
MAP - 58	Improve street scape under bridges and along high R/W for Bishop Lindsey, 9th St. and Broadway, Curtis Sykes. <i>Post-it note comment placed between E13th St. and railroad tracks.</i>	J
MAP - 59	Move off ramp on Broadway exit south of Bishop Lindsey Dr. <i>Post-it note comment placed at railroad tracks and SA Jones Dr.</i>	A

Comment Number	Comment	Response Code
MAP - 60	Student Housing Admin Building. <i>Post-it note comment placed near North Pine St. between Bishop Lindsey Ave. and SA Jones Dr.</i>	B, H
MAP - 61	Future parking for S.C. <i>Post-it note comment placed between SA Jones Dr. and North Poplar St.</i>	R
MAP - 62	S.C.: slow down traffic on load street. <i>Post-it note comment placed between North Vine St. and North Walnut St.</i>	R
MAP - 63	Reverse lanes in A.M. and P.M. <i>Post-it note comment placed between E 6th St. and E 5th St.</i>	E
MAP - 64	School - pedestrian traffic east/west (corner of E 7th and North Beech St.). <i>Post-it note comment placed between E 7th St. and North Beech St.</i>	B, C
MAP - 65	Re-do I-30 and byway for more left turn lanes if not SPUI. <i>Post-it note comment placed between E 14th St. and Washington St.</i>	A
MAP - 66	Protect basketball courts under I-30 (preserve or replace). <i>Post-it note comment placed near Verizon Arena.</i>	B, J
MAP - 67	Reroute traffic to I-440. <i>Post-it note comment placed between Riverfront Dr. and South Vine St.</i>	Q
MAP - 68	Design a bridge, don't just engineer one. This is the main entrance to two cities. Build a gateway. <i>Post-it note comment placed near I-30 Bridge.</i>	B, J
MAP - 69	Create a greater connection from east to west of I-30. <i>Post-it note comment placed near I-30 Bridge.</i>	J
MAP - 70	Same footprint, do not mess up park. <i>Post-it note comment placed near Wetlands (Little Rock side).</i>	B
MAP - 71	Longer acceleration lane. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 72	Too short to merge. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 73	This ramp is scary. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 74	Too many access points along I-30. <i>Post-it note comment placed between Sherman St. and South Rock St.</i>	A
MAP - 75	Protect the park. <i>Post-it note comment placed near Dean Kumpuris Dr.</i>	B
MAP - 76	Longer on ramps. <i>Post-it note comment placed near Dean Kumpuris Dr.</i>	A
MAP - 77	Keep same number of off ramps, do not kill city. <i>Post-it note comment placed between E 3rd St. and E Capitol Ave.</i>	A, B
MAP - 78	Create a land bridge between 6th and 9 th Streets.	J
MAP - 79	Bury this section to reconnect the city. <i>Post-it note comment placed between Ferry St. and Sherman St.</i>	A, J
MAP - 80	Greater pedestrian access to Hanger Hill neighborhood via 6th and 9th St. overpasses.	C
MAP - 81	Protect the Woodruff House. <i>Post-it note comment placed between E 8th St. and E 7th St.</i>	B
MAP - 82	Protect the park. <i>Post-it note comment placed between McMath Ave. and Pulaski County Lane.</i>	B
MAP - 83	Fix issue with traffic merging to one lane. <i>Post-it note comment placed near I-630/I-30 interchange.</i>	A
MAP - 84	Pauline Reichardt House - protect it. <i>Post-it note comment placed between E 13th St. and E 12th St.</i>	B
MAP - 85	Additional capacity on I-630 ramp. <i>Post-it note comment placed near I-630/I-30 interchange.</i>	A
MAP - 86	Use light rail I-30 and I-630; save livability.	B, D
MAP - 87	How can interstate improve a neighborhood? <i>Post-it note comment placed between Vance St. and Park Lane.</i>	B
MAP - 88	Add lanes and reduce access points. <i>Post-it note comment placed between E 23rd St. and E 21st St.</i>	A

Comment Number	Comment	Response Code
MAP - 89	Consider light rail when analyzing cross sections and right-of-way purchases. <i>Post-it note comment placed between McAlmont St. and E 22nd St.</i>	D
MAP - 90	Please don't take my house. <i>Post-it note comment placed between Vance St. and Park Lane.</i>	B
MAP - 91	Redo Roosevelt overpass. Pier in wrong place, clearance too low.	A
MAP - 92	Use construction opportunity to include other transportation options around Fouche Creek like walking and biking. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	C, J
MAP - 93	Expand lanes I-530 Northwood. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	A
MAP - 94	Make public aware of this underutilized access means of travel. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	Q
MAP - 95	I-440 alternate route to NLR empty usually of traffic. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	Q
MAP - 96	Minimize impact on wetlands. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	B
MAP - 97	Add right hand exit with flyover for I-40 east bound to Hwy. 67 north bound. <i>Post-it note comment placed near I-40 and Hwy.67/Hwy. 167.</i>	A
MAP - 98	Increase traffic lanes (add); remove access points to increase mobility. <i>Post-it note comment placed near I-40 and North Hills Blvd.</i>	A
MAP - 99	Raise grade on North Hills at this point - floods frequently. Problem transition issue from AHTD to NLR right-of-way. <i>Post-it note comment placed near North Hills Blvd.</i>	A
MAP - 100	Remove North Hills interchange. Ramps too close to both I-30 and Hwy. 67.	A
MAP - 101	Add right hand exit with flyover for I-40 WB to I-30 WB.	A
MAP - 102	Hwy. 67 needs additional lanes - it is carrying a tremendous load and will continue to worsen. Don't underestimate patterns in NE Arkansas SEMO. <i>Post-it note comment placed near I-40 to Hwy. 67.</i>	A
MAP - 103	SEMO would like to see interstate designed to north out of Little Rock. Hwy. 67 is interstate standards why not make it interstate?	A
MAP - 104	Current Hwy. 67 lane configuration is all wrong, especially south from McCain (most shift two lanes to stay on Hwy. 67S to I-40 plus 2 more to reach I-30 to Little Rock). <i>Post-it note comment placed between Barbara Dr. and Hwy. 67/Hwy. 167.</i>	A
MAP - 105	Please think of corridor for many different modes of transportation. <i>Post-it note comment placed between North Locust St. and E 18th St.</i>	D
MAP - 106	If bridge is to be rebuilt, put in bicycle/pedestrian way. <i>Post-it note comment placed near I-30 over railroad tracks in North Little Rock.</i>	G, C
MAP - 107	Please make crossings bicycle/pedestrian friendly and inviting. <i>Post-it note comment placed between Bishop Lindsey Ave. and SA Jones Dr.</i>	C
MAP - 108	Charge a fee; observation deck - help pay for maintenance of bridge. <i>Post-it note comment placed near I-30 Bridge.</i>	J
MAP - 109	Extend merge lane. <i>Post-it note comment placed near I-30 bridge.</i>	A
MAP - 110	Flybys not ramps! And when high traffic [use] stoplights (timing). <i>Post-it note comment placed near I-30 bridge.</i>	A
MAP - 111	Add extra lane to keep from having a bottleneck here. <i>Post-it note comment placed near President Clinton Ave.</i>	A
MAP - 112	Remove LaHarpe Dr. - helps Clinton/LaHarpe danger.	A
MAP - 113	Improvement to access to River Market and downtown. Not renovations of access. <i>Post-it note comment placed between Sherman St. and South Rock St.</i>	A
MAP - 114	Trees and shade structures on bridges would be nice for pedestrians. Please make crossing the interstate inviting to walkers and bicyclists. <i>Post-it note comment placed between Rector St. and McLean St.</i>	C, J

Comment Number	Comment	Response Code
MAP - 115	Bike path: Ferry St. - park - access I-630 (replace that bridge) work with city and AHTD for joint use. <i>Post-it note comment placed between Ferry St. and South Rock St.</i>	A, C, J
MAP - 116	Please work with cities to create a bicycle/pedestrian trail along corridor. <i>Post-it note comment placed between McMath Ave. and Ferry St.</i>	C, J
MAP - 117	Land bridge between 6 th and 9 th Streets.	C, J
MAP - 118	Land bridge between 6 th and 9 th Streets.	C, J
MAP - 119	Woodruff House - protect it! <i>Post-it note comment placed near E 89th St.</i>	B
MAP - 120	Two lanes on I-30 W coming from I-630 E. <i>Post-it note comment placed between E 17th St. and McAlmont St.</i>	A
MAP - 121	"Car Pool" helps eliminates pile ups. Mandatory lane for it! <i>Post-it note comment placed between E 21st St. and E 19th St.</i>	A, E
MAP - 122	Our House education building. <i>Post-it note comment placed between E 24th St. and E Roosevelt Rd.</i>	B, H
MAP - 123	Lights, lights, lights throughout!!! <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	J
MAP - 124	Merge. <i>Post-it note comment placed near I-30/I-440/I-530 interchange.</i>	R

Table 12 below presents the key to the response codes presented in **Tables 7 - 11**.

Table 12. Comment Response Code Key for Public Meeting #1

Response Code	General Topic Addressed	Response
A	Identification of a specific transportation need or solution to address issues of concern.	Input regarding the need for improvements within the I-30 PEL study area or potential solutions to address issues of concern identified as part of the August 2014 public meetings will be used in the development of the draft purpose and need, as well as the study goals and objectives. In addition, these specific problems and suggestions will be considered in the development and evaluation of draft alternatives. These draft alternatives, also called the Universe of Alternatives, will be presented at the second public meeting scheduled for November 2014. Moving forward, an alternatives screening process will be used to sequentially narrow the Universe of Alternatives to a set of Preliminary Alternatives, then Reasonable Alternatives, and ultimately to the PEL Recommendations for continued project development. The alternatives screening process and draft Preliminary Alternatives will also be presented at the second public meeting, and the Reasonable Alternatives and PEL Recommendations at a future public meeting anticipated in early 2015. Note that a set amount of funding is currently available for improvements along I-30/I-40 in the study area, and accordingly, PEL recommendations could include a prioritized set of improvements along I-30/I-40 that are comparable to the set amount of available funding.

Response Code	General Topic Addressed	Response
B	Concerns about potential social, economic and environmental impacts and/or request for protection of environmental resources in the study area.	Social, economic, and environmental resources (such as historic districts, neighborhoods/residences, parks, businesses, air and water, habitats, etc.) will be considered during the development, evaluation and screening of draft alternatives for the I-30 PEL Study in an effort to avoid and/or minimize any potential future negative impacts on these resources. Once the draft alternatives have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential impacts on social, economic, and environmental resources. Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) for the project.
C	Suggestion of bicycle/pedestrian improvements.	Suggested bicycle and pedestrian facilities needs and improvements will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.
D	Suggestion for transit improvements and/or system-wide coordination.	Transit improvements will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study. Potential transit alternatives evaluated will include arterial bus transit, I-30 express bus transit, bus on shoulder, dedicated bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail, and high speed rail. The I-30 PEL Study Team will work with local transit providers to examine the existing transit needs with the I-30 PEL study area, as well as how proposed solutions may complement the existing and planned transit system.
E	Suggestion and/or comment regarding congestion management strategies and strategies for improving non-recurring congestion.	Congestion management strategies, as well as strategies for improving non-recurring congestion, will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study. Congestion management strategies evaluated will include information systems/advanced traveler information (e.g., dynamic message sign displays to drivers), managed lanes, reversible lanes, ramp metering (i.e., signals placed at the end of ramps to manage the number of vehicles entering the traffic stream), hard shoulder running, travel demand management, transportation system management, signage improvements, arterial improvements (i.e. increasing capacity and safety on existing parallel arterial roads), and consideration of land use policies. Strategies for improving non-recurring congestion evaluated will include the utilization of crash investigation sites, roadside/motorist assist enhancements, improvements to detour routes during construction, implementing variable speed limits, and implementing a queue warning system.
F	Suggestion and/or comments regarding construction of a new location route/river crossing.	An alternative route/bypass route on new location crossing the Arkansas River will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.
G	Suggestion or comments regarding I-30 Arkansas River Bridge condition and/or improvements.	Bridge rehabilitation, bridge replacement, and a bridge with elevated lanes will be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.

Response Code	General Topic Addressed	Response
H	Suggestion to add to or update I-30 PEL Study maps.	Revisions to the maps will be made, as appropriate. Note that the study area for the cultural resources analysis, also known as the area of potential effect (APE), was a 100-foot buffer on either side of I-30 and I-40 from the existing ROW. This APE and the associated historic resources within this APE were coordinated and reviewed by the Arkansas State Historic Preservation Officer (SHPO). All historic resources within and intersecting the 100-foot APE are included in the constraints analysis and mapping. In relation to the William E. Woodruff House, this structure is listed on the National Register of Historic Places, but is located outside of the 100-foot APE. Accordingly, it is not included in the constraints analysis and mapping.
I	Questions/concerns about or suggestions for the I-30 PEL Study public involvement process.	<p>Public participation is a key component of the I-30 PEL process. Every effort will be made to ensure that the public has open access to I-30 PEL Study information and ample opportunities to participate in the decision-making process. Members of the public are invited to visit the study's website and ATHD Twitter page, and to contact the Study Team with any questions or concerns or to request a group presentation:</p> <ul style="list-style-type: none"> • Email: Info@ConnectingArkansasProgram.com • Phone: 501-255-1519 • Website: www.ConnectingArkansasProgram.com • Twitter: https://twitter.com/AHTD • Mail: Connecting Arkansas Program RE: I-30 PEL Study 4701 Northshore Dr. North Little Rock, AR 72118 <p>Future public meetings will be announced through newspapers, local news, radio announcements, Twitter, email notifications, email and/or mail-out fliers to adjacent property owners and previous public meeting attendees that left contact information, and distribution fliers handed out within the local community.</p>

Response Code	General Topic Addressed	Response
J	Questions/concerns about aesthetic issues.	Various aspects related to aesthetics and context sensitive solutions (CSS)*, such as lighting, landscaping, enhancing east-west connectivity, and the overall development of a transportation facility that complements the surrounding physical setting, will be considered as part of the PEL process. Visioning workshops will be conducted to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop will be conducted with stakeholders during the PEL process, and another visioning workshop will be held during the NEPA phase of project development. Stakeholders will include representatives from the City of North Little Rock (appointed by the Mayor of North Little Rock), City of Little Rock (appointed by the Mayor of Little Rock) and Pulaski County (appointed by the County Judge). During the first visioning workshop, and with an understanding of the purpose and need and goals and objectives of the PEL Study, stakeholders will have the opportunity to incorporate their ideas and priorities for the I-30 corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA phase, a second visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and utilized, pending AHTD approval.
K	Question about resolutions passed outside of public meeting comment period.	For a resolution to be included as part of the public meeting summary, it needs to be submitted by August 29, 2014. However, if a resolution is passed after the comment period, it can be submitted to the PEL Study Team and the resolution will receive a response. It will also be included in the PEL Study public participation documents.
L	Questions/concerns about funding.	A major improvement project proposing to widen I-30 between I-530 and I-40 was included as part of the Connecting Arkansas Program (formerly the <i>One-half Cent Sales Tax for Transportation</i>), which was submitted to Arkansas voters in November 2012 as proposed Constitutional Amendment Number (No.) 1, "An Amendment to Provide Additional Funding for Highways, County Roads, City Streets, Bridges, and Surface Transportation." Arkansans passed Constitutional Amendment No. 1 with over 54% of the vote. With approval of Constitutional Amendment No. 1, the Arkansas state sales tax increased a half-cent for ten years, beginning July 1, 2013. The design and construction of 31 needed statewide widening projects (including I-30 from I-530 to I-40) will be funded with the estimated \$1.8 billion anticipated to accrue from tax support for roadway improvements. Because of their close proximity, the AHTD combined the I-30 widening project with planned pavement rehabilitation work on I-40, between I-30 and Hwy. 67/Hwy. 167.

Response Code	General Topic Addressed	Response
M	Questions/concerns about construction impacts.	Although it is unknown how many lanes would remain open during construction because alternatives have not been developed yet, traffic flow on I-30/I-40 would be maintained during construction. If improvements are implemented to the I-30 Bridge, the number of lanes remaining open to traffic would depend on if the I-30 Bridge is rehabilitated and/or widened or replaced. For example, if a widening alternative is recommended, it is possible that the existing 6-lane bridge could be temporarily reduced to 4-lanes during construction, assuming no shift in the centerline of the bridge and that widening would take place on both sides. The number of lanes remaining open could be different given a shift in the centerline or if widening were to occur primarily on one side. If a replacement alternative is recommended, it is possible that all six lanes could remain open while a new bridge is constructed. Although temporary congestion may occur as a result of project construction, all practicable steps would be taken to minimize the inconvenience to motorists, transit users, bicyclists and pedestrians. All practicable steps would also be taken to maintain access to residential and business areas in the project vicinity during construction. Measures to control noise and dust due to construction activities would be considered and incorporated into construction specifications.
N	Additional contact requested/needed.	Commenter was contacted by a member of the I-30 PEL Study Team to answer questions/provide clarification.
O	Questions/concerns about public outreach during construction.	AHTD has a public information office that provides notifications through various communications methods, including notifying the media, utilizing social media and contacting affected stakeholders among other tactics. During construction, AHTD will work to notify the public in as much advance as possible and to the extent practicable, and will continually work to improve communications throughout the process.
P	Questions/concerns about project delivery.	Improvements to I-30 will be delivered using the design-build-to-a-budget method. This method fixes the maximum amount available to all design-build teams (D-B Teams) proposing on the project (consistent with the voter-approved funding level – see Response Code L) to deliver a project that meets the project goals while maximizing the amount of specific project improvements that can be built for the fixed budget. Experience using this delivery method has shown that D-B Team innovations yield project time savings, high quality, and additional improvements for the fixed budget while meeting all project goals and requirements.

Response Code	General Topic Addressed	Response
Q	Questions/concerns about travel characteristics on I-30/I-40.	The I-30 PEL Study Team recognizes the importance of understanding travel characteristics (e.g., trip origins and destinations) in the identification of transportation solutions that best meet the need of motorists. The I-30 PEL traffic analysis and evaluation measures will be designed to identify the problems and best fitting solutions for the study area. Also as part of the I-30 PEL Study traffic analysis, the Study Team will perform a comprehensive multimodal analysis of I-30 and its effect on other transportation systems. Solutions will address highway capacity, transit, travel demand management, transportation system management, intelligent transportation systems, bicycle/pedestrian and access management needs. Improvements will also address recurring and non-recurring congestion in the corridor. To address interregional traffic, the I-30 traffic analysis will include I-430 and I-440 to understand their impacts on I-30 in the study area.
R	Unclear comment	The Study Team was unable to discern the comment's full meaning/context.
S	General comment or suggestion	Comment noted.

Notes: As defined by the FHWA, CSS is a collaborative, interdisciplinary approach that involves stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, and historic and environmental resources while maintaining safety and mobility.

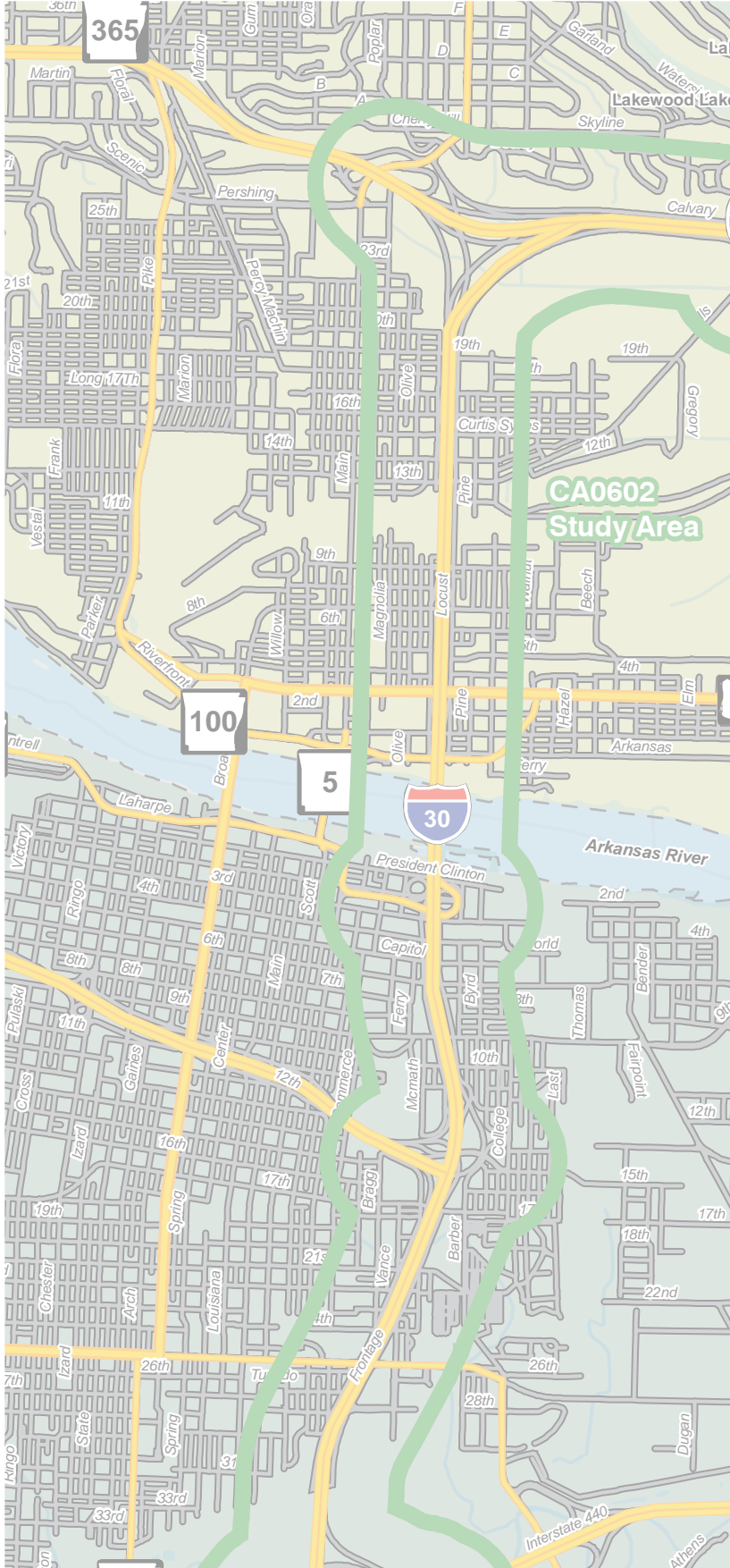
Source: <http://www.fhwa.dot.gov/planning/csstp/faq/>

3.0 CONCLUSION AND NEXT STEPS

Initial feedback from the first series of public meetings generally supports the need for transportation solutions in the study area in order to alleviate congestion, improve safety, improve existing roadway deficiencies (i.e., too many ramps, weaving problems, etc.), and improve access and connectivity across I-30 through Little Rock and North Little Rock. Many comments also supported the accommodation and/or improvement of mass transportation and bicycle and pedestrian facilities. Meeting attendees also commented on environmental constraints and requested avoidance and protection of historic resources.

The input gathered at these public meetings on problems and proposed solutions will be used to develop the purpose and need and goals and objectives for the project, as well as the draft alternatives to address transportation needs. These draft alternatives, also called the Universe of Alternatives, will be presented at the second public meeting scheduled for November 2014. Moving forward, an alternatives screening process will be used to sequentially narrow the Universe of Alternatives to a set of Preliminary Alternatives, then Reasonable Alternatives, and ultimately to the PEL Recommendations for continued project development. The alternatives screening process and draft Preliminary Alternatives will also be presented at the second public meeting on November 6, 2014, and the Reasonable Alternatives and PEL Recommendations at a future public meeting anticipated in early 2015.

Copies of this document, as well as future public meeting materials, will be available online at www.ConnectingArkansasProgram.com. Questions or additional comments may be directed to Info@ConnectingArkansasProgram.com.



PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC MEETING #2 SUMMARY AND ANALYSIS REPORT



CA0602

Interstate 530 – Highway 67

January 2015



Arkansas State Highway &
Transportation Department



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ATTACHMENTS

Attachment A	Advertisements
Attachment B	Sign In Sheets
Attachment C	Materials and Photographs
Attachment D	Comments

1.0 INTRODUCTION

In April 2014, the Arkansas Highway State Transportation Department (AHTD) began the Interstate 30 (I-30) Planning and Environmental Linkages (PEL) Study to identify the purpose and need for improvements within the I-30 PEL study area, determine possible viable alternatives for a long-term transportation solution, and recommend alternatives that can be carried forward seamlessly into the National Environmental Policy Act (NEPA) process. As part of the I-30 PEL Study, a series of four public meetings are to be held to allow the public to provide feedback on transportation needs and possible solutions in the study area. This report describes the second public meeting, held in November 2014.

2.0 PUBLIC MEETING #2

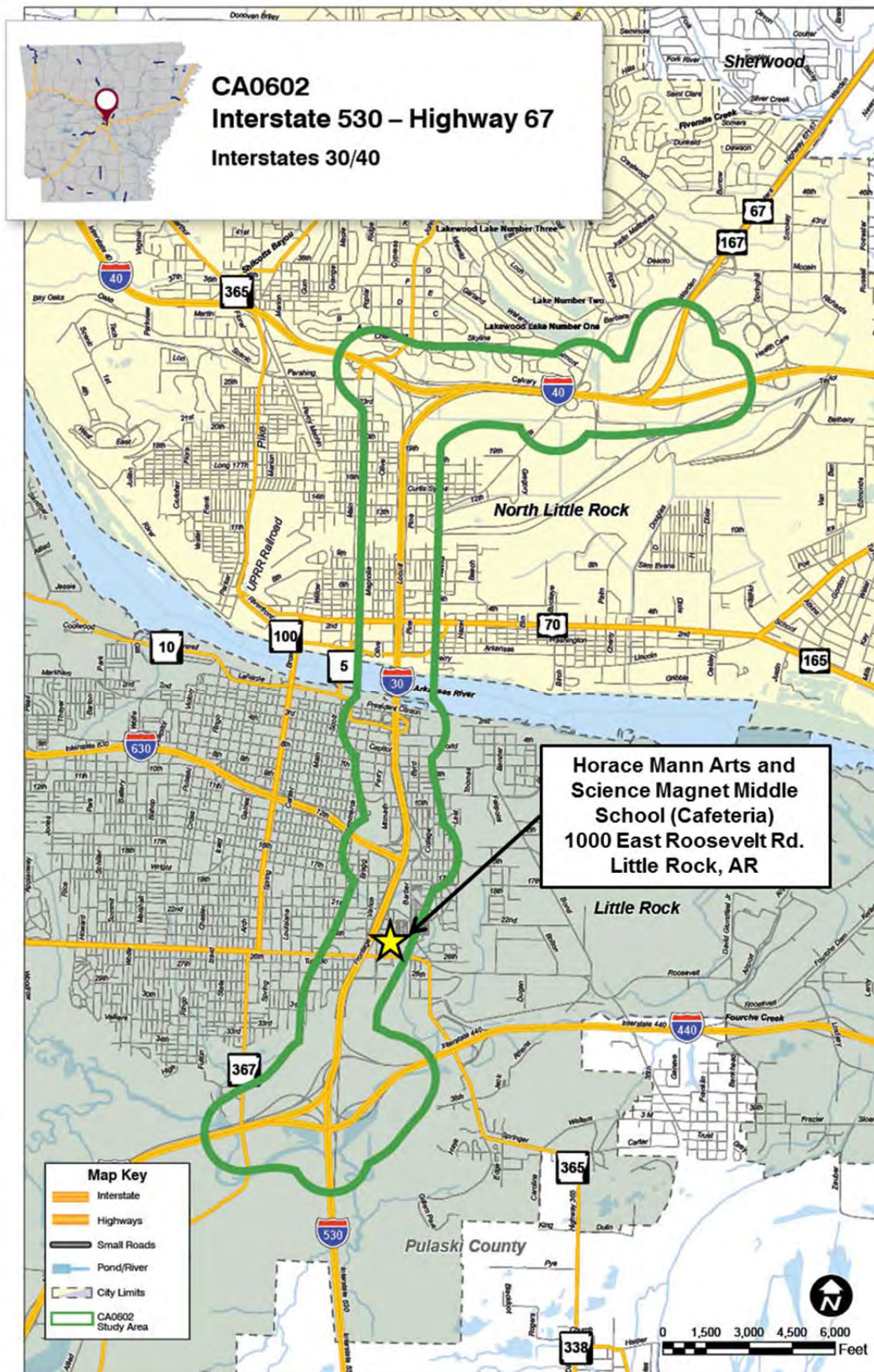
Public Meeting #2 was an open-house meeting, held on Thursday, November 6, 2014 at the Horace Mann Arts and Science Magnet Middle School. Public Meeting #2 logistics are presented in **Table 1**, and **Figure 1** depicts the location of meeting.

Table 1. Public Meeting #2 Logistics

Schedule Date/Time	Location
Thursday, November 6, 2014 4 p.m. – 7 p.m.	Horace Mann Arts and Science Magnet Middle School (Cafeteria) 1000 East Roosevelt Rd. Little Rock, Arkansas 72206

The sections that follow further detail Public Meeting #2 and summarizes the input received through Friday, November 21, 2014, which was the end of the public comment period.

Figure 1. I-30 PEL Public Meeting #2 Location



2.1 Public Meeting Advertising and Outreach

Public Meeting #2 for the I-30 PEL Study was publicized using numerous methods of advertising and outreach, as summarized in **Table 2**.

Table 2. Public Meeting #2 Advertising and Outreach

Outreach Efforts		Date(s)
Display/Newspaper Ads	Arkansas Democrat Gazette	10/5/14 & 11/2/14
	North Little Rock Times	10/9/14 & 10/30/14
	El Latino	10/9/14 & 10/30/14
Direct Mail	Flier to adjacent property owners and property owners adjacent to interchanges	10/8/14
	Fliers to stakeholders (chambers, HOAs, etc.)	10/10/14
	Letters to Community Meeting Attendees (no email address provided)	10/28/14
	Fliers to attendees of Public Meeting #1 (no email address provided)	10/10/14
	Letters and fliers to elected officials	10/6/14 & 10/27/14
	Letters to minority ministers and area churches	10/27/14
Email	Fliers to Technical Work Group Members	10/10/14
	Fliers to persons requesting to be added to mail list	
	Fliers to attendees of Public Meeting #1	
	Fliers to Project Partners, Stakeholder Advisory Group and visioning workshop attendees	10/14/14
	Fliers to Community Meeting attendees	10/28/14
Hand-Delivered Fliers ¹	Attractions (e.g., River Market, Clinton Presidential Center and Park)	10/30/14
	NAACP	
	Eastgate Terrace Housing Project (office)	
	Churches	
	Gas stations along the I-30 corridor	
	Schools and Development Centers	
	Libraries and Community Centers	10/23/14
	Flier sent home with students of Horace Mann Arts and Science Magnet Middle School	
Public Service Announcements	Sixty-second spots on Heartbeat 106.7 FM	10/27/14 – 11/6/14
	Sixty-second spots on La Pantera 1440 AM	
Websites	ConnectingArkansasProgram.com	10/3/14
	ArkansasHighways.com	
News Release	Distributed to AHTD media list	10/31/14
Community Meetings	King Solomon Baptist Church (North Little Rock)	10/20/14
	Shorter College (North Little Rock)	10/28/14
	St. John Missionary Baptist Church (Little Rock)	10/21/14
	Ward Chapel (Little Rock)	10/27/14
Community Calendars	Little Rock Convention and Visitors Bureau	10/18/14 – 11/6/14
	City of North Little Rock	
	North Little Rock Chamber of Commerce	
	North Little Rock Visitors Bureau	
	Arkansas Matters	
	Americantowns.com	
	THV11	
	FOX 16	
	KATV	
	Eventful.com	
	Coalition of Little Rock Neighborhoods	
	University of Arkansas Little Rock Public Radio	

Outreach Efforts	Date(s)	Outreach Efforts
Social Media	AHTD Twitter	11/5/14 & 11/6/14
	Arkansas Online Twitter	11/4/14
	Metroplan Twitter	10/28/14 & 11/6/14
	Metroplan Facebook	
Stakeholder Presentation	Historic District Commission of Little Rock	9/8/14
Booth and Display Information	Arkansas State Fair (PEL Fact Sheet and Public Meeting Flier)	10/10/14 – 10/19/14
<i>Note: ¹ Flier distribution list provided in Attachment A.</i>		

In addition, directional signs were placed in various locations around each public meeting facility to help participants locate the facility and to generate additional local awareness of the event.

Copies of the display/newspaper ads, flier, letters, press releases and online advertisements are included in **Attachment A**.

2.2 Public Meeting Attendance

A summary of the attendance at Public Meeting #2 is presented in **Table 3**.

Table 3. Public Meeting #2 Attendance

Attendees	Number
General Public	116
Agencies	23
Elected Officials	1
Media	4
Study Team Members	26
Total Attendance	170

Participants represented a wide range of interests and included members of the general public, members of community organizations, elected officials, and city/county staff. Copies of the sign in sheets from both meetings are included in **Attachment B**.

2.3 Public Meeting Format and Materials

Public Meeting #2 utilized an open house format, which allowed participants to arrive, sign in, view exhibits and handouts, ask questions, and provide comments between 4:00 p.m. and 7:00 p.m. The meeting layout was designed to showcase 11 distinct stations. I-30 PEL Study Team members, comprised of AHTD staff and consultants, were available at every station to provide information and answer questions.

The eleven stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Table 4**.

Station 1: Sign in Here - At this station, members of the public signed in, learned about the meeting format, and received introductory handout materials. Materials handed out included a public meeting program guide that described the meeting format and station set-up, an I-30 PEL fact sheet describing the PEL process, a Connecting Arkansas Program (CAP) brochure describing the CAP Program, and a comment form.

A notice of non-discrimination exhibit was also posted at this station.

Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline - This station presented the I-30 PEL study area, constraints that have been identified to-date, and PEL Study timeline. Seven exhibit boards were on display: one map of the study area; three separate constraints maps covering the north section of the study area (North Little Rock), the middle section of the study area (Arkansas River and central business districts), and south section of the study area (Little Rock); two identical legends explaining the symbols identified on the constraints maps; and an exhibit depicting the overall PEL study timeline and where the study is within this timeline of events.

Station 3: Purpose and Need – This station presented an overview of the purpose and need of the project. Eight exhibit boards were on display. One exhibit board each presented the purpose and need of the study, the study goals, and guiding principles. The remaining five exhibits provided additional details related to the needs of the project: a traffic and safety overview exhibit describing the approach taken for the preliminary traffic and safety analysis and concerns identified by stakeholders; an exhibit comparing existing and future No-Action peak hour level of service along I-30/I-40 in the study area; a safety exhibit showing existing and predicted crashes along the facility under No-Action conditions; an exhibit illustrating navigational safety issues; and an exhibit depicting example roadway and bridge structural and functional deficiencies along the I-30/I-40 facility.

Station 4: Universe of Alternatives and Alternatives Screening Methodology – This station presented two exhibit boards: one exhibit board listing the Universe of Alternatives - the initial set of possible solutions to the transportation needs identified for the I-30/I-40 facility in the study area; and one exhibit board illustrating the general alternatives screening methodology.

Station 5: Screening Process and Preliminary Alternatives – This station provided details about the Level 1 screening process and results. Two exhibit boards were on display. One exhibit board illustrated the results of the Level 1 screening of the Universe of Alternatives to Preliminary Alternatives. A second exhibit board illustrated the grouping of the Preliminary Alternatives into 6, 8, 10 and 12-lane scenarios combined with other highway build, I-30 Bridge, other modes, congestion management, and other non-recurring congestion management alternatives. This station also included an interactive survey where attendees were asked to place a check mark by the Preliminary Alternative(s) they wanted to see further evaluated as part of the PEL Study.

Station 6: Aerial Maps – This interactive station consisted of one large-scale, aerial photograph map of I-30/I-40 within the study area. Meeting attendees were encouraged to write on post-it notes (and attach directly to the maps) any problem areas, concerns and/or suggestions for improvements along I-30/I-40 in the study area. Study team members, including engineers and planners were available to answer questions.

Station 7: Typical Sections – This station presented example main lane typical sections for the 6, 8, 10 and 12-lane scenarios. Four exhibit boards were on display: two illustrating the 6 and 8-lane scenarios with either a 300-foot typical right of way (ROW) width or 400-foot typical ROW width; and two illustrating 10 and 12-lane scenarios with either a 300-foot typical ROW width or 400-foot typical ROW width.

Station 8: Design-Build Education – This station provided an explanation of the design-build-to-a-budget project delivery method to be implemented for the I-30 project. Three exhibit boards were on display: one exhibit board introducing the design-build project delivery method; one exhibit board describing design-build-to-a-budget; and one graphical illustration comparing regular project delivery to design-build-to-a-budget delivery.

Station 9: Connecting Arkansas Program – This station presented an overview of the CAP Program. It displayed three exhibit boards: a map of the state of Arkansas showing the general locations of the CAP projects; a table listing all of the CAP projects and their respective improvement type (e.g., widening and interchange improvements); and an exhibit displaying various CAP statistics and background information.

Station 10: Draft Documents – This station provided draft copies of the I-30 PEL Framework and Methodology, Public Involvement and Agency Coordination Plan (PIACP), Constraints Technical Report, Universe of Alternatives, and Alternatives Screening Methodology documents. Although hard copies of these documents were provided for reviewing at the public meeting only, meeting attendees were reminded that all public meeting materials, including these draft documents, were available on the project website.

Station 11: Comment Tables and How to Get Involved – This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venue. This station also presented an exhibit detailing the various methods members of the public could obtain more information or provide comments on the I-30 PEL Study. At the end of the meeting, the Study Team collected all written comments from the comment boxes, the surveys from Station 5, and post-it note comments on the roll-plot aerial photograph map at Station 6.

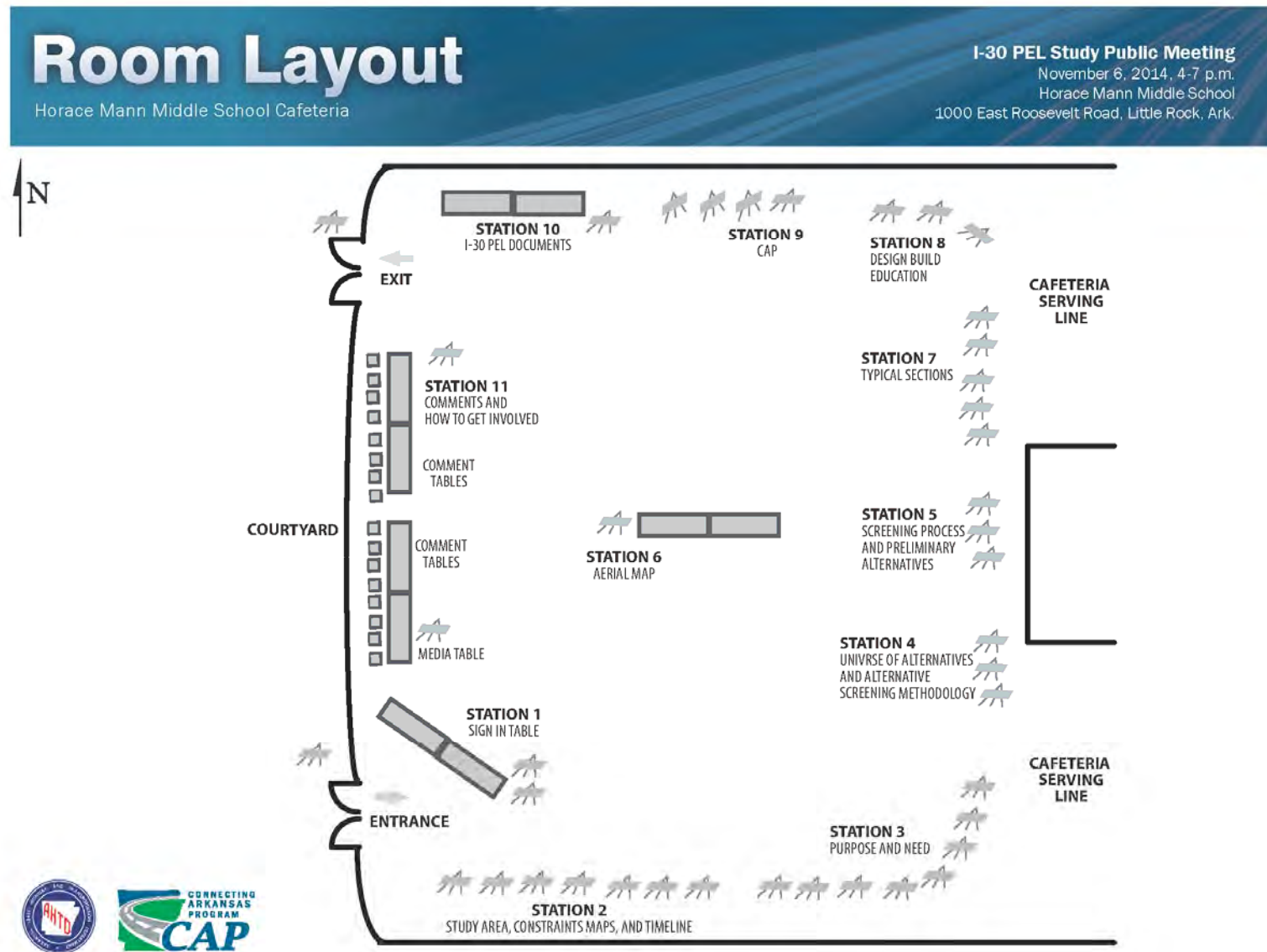
The materials described at each of the 11 stations above are summarized in **Table 4**. Copies of the materials, as well as photos from the meetings, are included in **Attachment C**. **Figure 2** presents the general layout for Public Meeting #2.

Table 4. Public Meeting #2 Materials

Station	Type	Title
Station 1: Sign In Here	Handout	Public Meeting Program Guide
	Handout	I-30 PEL Fact Sheet with Study Area Map
	Handout	CAP Brochure
	Handout	Comment Form
	Exhibit	Notice of Non Discrimination
Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline	Exhibit	Study Area Map
	Exhibit	North Section Constraints Map
	Exhibit	Middle Section Constraints Map
	Exhibit	South Section Constraints Map
	Exhibit	Constraints Map Legend (x2)
Station 3: Purpose and Need	Exhibit	Purpose and Need
	Exhibit	Study Goals
	Exhibit	Guiding Principles
	Exhibit	Traffic and Safety Overview
	Exhibit	Level of Service
	Exhibit	Safety
	Exhibit	Navigational Safety Issues
	Exhibit	Roadway and Bridge Deficiencies
Station 4: Universe of Alternatives and Alternatives Screening Methodology	Exhibit	Universe of Alternatives
	Exhibit	Alternative Screening Process (Overview)
Station 5: Screening Process and Preliminary Alternatives	Exhibit	Alternative Screening Process (Universe to Preliminary)
	Exhibit	Scenarios for Further Evaluation
	Handout	Survey: Scenarios for Further Evaluation
Station 6: Aerial Maps	Exhibit	Large scale, aerial photograph map of I-30/I-40 in the study area
Station 7: Typical Sections	Exhibit	Main Lane Typical Sections – Example 1 (6-Lane and 8-Lane Scenarios)
	Exhibit	Main Lane Typical Sections – Example 1 (10-Lane and 12-Lane Scenarios)
	Exhibit	Main Lane Typical Sections – Example 2 (6-Lane and 8-Lane Scenarios)
	Exhibit	Main Lane Typical Sections – Example 2 (10-Lane and 12-Lane Scenarios)
Station 8: Design-Build Education	Exhibit	Design-Build Delivery
	Exhibit	Design-Build Delivery (continued)
	Exhibit	Design-Build-to-a-Budget
Station 9: Connecting Arkansas Program	Exhibit	CAP Project Locations
	Exhibit	Cap Projects Listed
	Exhibit	CAP Statistics
Station 10: Draft Documents	Report	I-30 PEL Framework and Methodology
	Report	Public Involvement and Agency Coordination Plan
	Report	Constraints Technical Report
	Report	Universe of Alternatives
	Report	Alternatives Screening Methodology
Station 11: Comment Tables and How to Get Involved	Handout	Comment Form
	Exhibit	How to Get Involved

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Figure 2. Room Layout for Public Meeting #2



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2.4 Public Meeting Comments

The public comment period for the first series of public meetings opened on November 6, 2014 and ended November 21, 2014. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written comment in the public meeting comment box at Station 11;
- Submitting a survey regarding potential scenarios for further evaluation at Station 5;
- Writing a comment on post-it notes and attaching the post-it notes to the large-scale, aerial photograph map at Station 6;
- Calling the Connecting Arkansas Program at 501-225-1519;
- Mailing a written comment to Connecting Arkansas Program, RE: 1-30 PEL Study, 4701 Northshore Dr., North Little Rock, AR 72118; or
- Emailing a comment to Info@ConnectingArkansasProgram.com.

Table 5 shows the number of comment submissions by method in which they were submitted.

Table 5. Number of Comments Received

Submission Method	Reference Table for Comment Details ¹	Number of Comments
Comment Form	Table 6	23
Letter	Table 6	3
Email	Table 6	2
Survey Forms Completed – Scenarios for Further Evaluation (Station 5)	Table 7	59
Post-it Note Comments on Large-Scale Aerial Photograph Map (Station 6)	Table 8	18
Total Comments Received		105

Note: ¹ See the referenced tables for detailed comments.

Many of the comments submitted identified specific transportation problems and/or solutions to address issues of concern. Many commenters noted congestion problems along I-30/I-40, ramp spacing issues along I-30 within the study area, and weaving problems along I-40 between the I-30/I-40 interchange and the I-40/Hwy. 67/Hwy. 167 interchange. Numerous commenters also recommended bicycle and pedestrian facilities be improved and/or accommodated as part of the proposed project and that existing transit and transit improvements also be considered. Commenters also expressed a desire for preservation and protection of environmental resources, including historic resources, parks, and habitat.

Table 6 provides a listing of all comments received on the comment forms, via e-mail, or letter. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 9**. Comments are listed verbatim and copies of all comments received are included in **Attachment D**.

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Table 6. Comment Forms, Emails, and Letters Received and Response Codes

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Robertson, Jackie	11/6/14	Comment Form	1	I own house at 2104 Vance. The original freeway took most of front yard. If property will be compromised further I don't want a wall in the front yard.	B, I
Chambers, Don	11/6/14	Comment Form	2	My comments address the area NOE [northeast] Ark River. Many areas are frightening, however 3 stand out: 1) Lakewood I-40 WB. Access ramp merge to I-30 WB- seems short crosses 2 lanes of I-40 WB. 2) I-40 WB ramp to access ramp merge to I-30 WB & I-40 EB ramp to I-30 WB and 15th St. exit. Very dangerous high speed weaving patterns. It is dangerous if you are familiar with the weaving/exiting patterns. Down Right scary if you are unfamiliar with the area. 3) I-30 Broadway exit. The 7th St. (Bishop Lindsey) right turn is very convenient. 7th takes you to the Broadway Bridge and downtown LR [Little Rock] will be greatly improved when 5th, 4th & Poplar Grid is completed. Problem: the right turn at the end of the exit ramp exposes you to a T-bone accident from the thru traffic on service road (Cypress St.). Redirect or require stop on Cypress St. 4) Extra- as much as possible use "Texas Turn Arounds" to reduce left turn load on local streets. 5) Extra Extra - preserve the 4th St. overpass for future connecting options in downtown NLR [North Little Rock].	A
Nellum Sr., Cleo	11/6/14	Comment Form	3	Will right of way affect Greater Macedonia Church and property south of church?	I
Schwartz, Dean Michael Hunter	11/6/14	Comment Form	4	The need is not so great that adding more than one extra lane or a light rail system would not be more than sufficient. In an event [unclear], key issue[s] are preserving historic areas, maintaining traffic flow during construction, and insuring easy access to businesses and educational institutions along the corridor.	B, E, K, Q
Lee, Eric	11/6/14	Comment Form	5	I own a business on S. E. [southeast] 6th St, right by the freeway. My concern is what would be the method of expansion and how the barricade will be installed. I am very worried about the blockage of the entrance/parking lot because that means I'll have to close the shop for a year.	E
Louks, Harry	11/6/14	Comment Form	6	1) I-30 make one side double deck bridge - costly but only way to save taking more land. 2) Replace and rebuild banked off/on connection (S. on I-30 turning west on I-630). Its no[t] banked for easy transition - slows down traffic.	A, O


Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Louks, Robin	11/6/14	Comment Form	7	Do not rule out double decker lanes. Add more pedestrian/bike overpasses particularly in the Hanger Hill neighborhood (over I-30). Please do not ruin any more neighborhoods as was done 50 years ago.	B, C, E, N, O
Carpenter, Russell	11/6/14	Comment Form	8	Thanks for coming! I'm curious about the frontage roads on the Little Rock side of the project. I feel that making them from downtown to I-530 would be another alternative to congestion. Also, how much work would be done at the I-30 & Roosevelt intersection?	A, S
Curry, Neil	11/6/14	Comment Form	9	Concerns: 1) Impact on AGFC [Arkansas Game and Fish Commission] Witt Stephens Jr. Central Arkansas Nature Center grounds (right of way neighbor on southwest side of I-30 Bridge). 2) Impact on NLR [North Little Rock] side boat ramp to Arkansas River. 3) How will Bill Clark Wetlands be altered (shade, fish and wildlife impacts)? 4) Rain run off/erosion control under bridge approaches. 5) Increase in sound decimal level below and to the sides of structure? 6) How will Arkansas River Trail be rerouted during construction for pedestrian & cycle use?	B, C, I
Thieliner, Benjamin	11/6/14	Comment Form	10	The existing bridge should be eliminated and the roadway put in a tunnel from Roosevelt or I-630 to NLR [North Little Rock]. Alternatively, the road should be moved away from downtown towards the east to tie in directly with [Hwy.] 67.	L, O, S
Schlereth, John	11/6/14	Comment Form	11	We own 9 parcels within the project. Most are billboard locations. It looks like the only 2 that will be affected are the 2 on each side of the I-30 Bridge in NLR. My preference would be for you to acquire [unclear text] property next to your new ROW so we could swap properties and relocate our signs rather than sell to HWD [highway department].	I
Morgan, Alex	11/6/14	Comment Form	12	Make it a mix of 8 and 10 lanes. Space out interchange. Add some better lighting.	A, D
Lytle, Nathaniel	11/6/14	Comment Form	13	Good information. Will offer more comments after studying information I've received.	S
Wells, Kathy	11/6/14	Comment Form	14	1) LR pol. [Little Rock Police] moved from old VA to 12th & Cedar. 2) Mark Our House Children's Center- 302 E. Roosevelt- put off limits! 3) Alternatives good to add- do use buses!	F, K, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
McCoy, David	11/6/14	Comment Form	15	<p>1) Be mindful of how many people will die in accidents as a result of traffic. Slow down and reroute because of the construction.</p> <p>2) Eliminate this I-30 Bridge as on I-30 route. Change Hwy. 440 to I-30; get rid of the I-30 signs for the highway over the river. Get rid of the I-530 (to Pine Bluff) sign. If you make I-440 be the new I-30, you will not have to spend but very little money. Leave downtown Bridge alone. Do not fix or expand anything. All I-30 traffic will now use I-440 which is wide enough for all the traffic. Spend money on engineering at the current southside I-30/I-440/I-530 interchange. Make that wide and multi-laned to take the I-440 traffic ("new I-30") and continue it to I-30 (Texarkana direction). If national travelers are looking for I-30 from I-40, you will route them to I-440 (new I-30). You won't have to build or refurbish the downtown I-30 - just remove the sign (I-30).</p> <p>3) Get rid of the I-630 sign and call it something else too. Too many "30's" in the road signs- it's confusing even for locals.</p>	A, L, P
Jackson, Diane	11/6/14	Comment Form	16	[No comments provided]	S
Adcock, Bill	11/6/14	Comment Form	17	Use design build to minimize time frame. My biggest concern is the placement or rebuilding overpasses & underpasses at or close to existing ones, and traffic delays during construction for our bus routes.	A, E, H
Diaz, Lakresha	11/6/14	Comment Form	18	Do not take historic structures. Please ensure the freeway right of way has sidewalks that allow the neighborhood to walk. Plant trees along the right of way for beautification.	B, C, D
NA	11/6/14	Comment Form	19	Would like to see inclusion of several transportation modes in this project for the right of way including but not limited to bicycles, trains, and buses. Would also like to see the highway limit the separation between neighborhoods it goes between. I look forward to a great multimodal transportation corridor!	C, D, K
Canfield, Keith	11/6/14	Comment Form	20	Seems there are other options that fit this situation of relatively short congestion periods. Exit redesign and reversible lanes (zipper type) would solve rush hour congestion for those with center city terminus. Thru traffic going to/from I-40 should be routed on I-440/430.	A, M, Q
Saraheen, Aladdin	11/6/14	Comment Form	21	I-30 superstore (Exxon) 6123 Roosevelt, Little Rock, AR. Will the exit to Roosevelt be moved? Are you going to widen the street and take part of our parking lot? When will the project start?	A, G, I

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Miller, Scott	8/2014	Letter	22	<p>As discussed recently, there are several items, which in my opinion, should be considered in the Interstate 30 (I-30) widening by the advisory committee. These are as follows:</p> <ol style="list-style-type: none"> 1) It is imperative that east/west crossing at 7th St. under the I-30 account for school children walking to school. There are no stop signs for the ramps coming off I-30 now, and this area is extremely hazardous to pedestrians and children. With our new school zoning, dozens of children every morning will be walking under I-30 on 7th St. to get to school back and forth from Argenta to 7th St. Elementary, a distance of less than 10 blocks. 2) If any improvements are to be located on the school district property behind sophomore campus, assurances should be provided to the NLRSD [North Little Rock School District] that any fill placed will not exacerbate the flooding problem on school district property. Much of this area is in a flood zone and any additional fill places to widen I-30 in this area could result in more severe flooding on school district property. 3) I would request signage on the interstate for the high school. With numerous athletic events, visitors to athletic events, public attendance at arts events people will need to know what exits to take to reach the high school efficiently. Failure to do so could result in future accidents as people can see the school, but do not know how to exit to get to the school. 4) Consideration should be given to creating a pedestrian or other trails, north/south, on the west side of I-30 corridor right of way, including pedestrian bridges over ramps and/or the railroad yards, which will be critical in the long term to tie the school's future park development at the Poplar Street campus area to the River Trail and to encourage access from the communities on both sides of I-30 to the river and high school. 	A, B, C, D, P
Hanson, William P.	11/10/14	Comment Form	23	<p>I very much favor improving I-30. I am in close proximity to I-30 now. I do not want to lose my home. I am on a fixed income. It would be quite a burden to relocate. I appreciate that the proposals I saw indicate that improvements can still be made within current right of way with as little impact as possible on current neighborhoods and structures. Thank you all so much for your concern and may you each be blessed with the wisdom to do what is best for all of us. Thank you.</p>	B, I

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Pekar, Dale J.	11/14/14	Comment Form	24	Little Rock has little good foot access North and South from the River Market. There is a very narrow sidewalk on only the west side of Cumberland. Otherwise, the only thru path is on River Market/Commerce. It would be great if somehow Rock Street could provide North-South foot access or if a good wide sidewalk could be fitted onto Cumberland.	C, D
Scheiman, Daniel M. Audubon Arkansas	11/6/14	Letter	25	<p>At 2,000 acres, Fourche Bottoms is one of the largest urban wetlands in the country and is the largest remaining tract of natural bottomland hardwoods in the Fourche Creek Watershed. Fourche Creek, its watershed, and its wetlands provide important natural services like water purification, floodwater storage, urban noise reduction, air pollution control, and wildlife habitat- all within the city of Little Rock.</p> <p>AHTD's proposed construction project intersects with the Fourche Bottoms at the I-30/I-530/I-440 interchange. Where impacts to wetlands occur mitigation must be done. Audubon Arkansas strongly suggests that mitigation takes place within the Fourche Creek Watershed. Mitigation should use only Arkansas native plants, and efforts should be to eradicate and prevent the establishment of non-native, invasive plant species at the construction and mitigation sites.</p> <p>Audubon has previously discovered populations of the globally rare Arkansas meadow-rue (<i>Thalictrum arkansanum</i>) at several locations along Fourche Creek. Surveys should be conducted to determine if the species is present at the project site. If present in the project area, construction will adversely impact the species.</p> <p>Further, it is important that the main channel of the Fourche Creek not be blocked or disturbed in any way. Best management practices should be used to prevent sediment from entering Fourche Creek, its wetlands, and the adjacent borrow ponds in the project area.</p> <p>I am happy to provide a detailed explanation of our concerns upon request from anyone at AHTD.</p>	B
Stair, Patrick (continued on next page)	11/6/14	Letter	26	<p>I am adamantly opposed to adding more through lanes to the I-30 and I-40 highways in the downtown area. Following are some of the reasons I am opposed to this, listed in no particular order.</p> <p>1) As the saying goes, traffic will expand to fill the available space. If you build more through lanes, they will fill up as people use the extra lanes rather than taking alternate routes. I have seen this happen with all the road expansions I've witnessed since moving here 35 years ago.</p> <p>(comment continued on next page)</p>	Q, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Stair, Patrick (continued)	11/6/14	Letter	26	<p>2) If you build more through lanes, you will bottle up more traffic with each accident. I have especially seen this effect with all the highway expansions in the area.</p> <p>3a) There are plenty of alternate routes that people can take now, and those alternate routes could be well enhanced if the amount of energy and money that would go into an expansion of I-30/I-40 were instead funneled into arterial improvements. There is a wide variety of road and design enhancements, grade separations, and intersections redesigns that could improve throughout on the arterials. I know it must be much more fun planning for and building elaborate projects like a downtown expansion that working on some boring old intersection enhancement, but the total impact could be much greater and the cost could be less.</p> <p>3b) Some of our existing alternate routes, such as the I-440 bypass, could be better utilized, and if the I-30/I-40 route becomes too congested, people will use those alternate routes. Perhaps some public education efforts would help. People may not realize that they could save time and gasoline taking some of these alternate routes. I remember how my sister was pleasantly surprised when she took a chance and went a little out of her way to use I-440 rather than going through downtown, and found that it was a pleasant and speedy alternative. Perhaps more people need to be educated on routes such as this.</p> <p>3c) I am not a traffic engineer, but almost everything I've read indicates that it is a good idea to have alternate routes in a transportation network. Here's your chance to improve the alternate routes.</p> <p>4) Whatever happened to the idea of the Chester Street Bridge? That would surely take a big load off the I-30 corridor downtown.</p> <p>5) I'm tired of freeways getting wider and wider. When I go to other cities and see huge slabs of concrete breaking up the landscape, it just makes me sick. I-30 and I-40 break up the cities more than enough already. Please don't make it worse by expanding these freeways.</p> <p>6) I live downtown, and I definitely do not want to increase the number of cars and trucks driving through the area, fouling the air more than it already is. In contrast to my opposition to suggestions to widen I-30 & I-40, I support adding shoulders, providing places for some wrecks to be moved to and for emergency vehicles, and improving ramps. I'd also rather see money spent on improving options such as mass transit, and bike/pedestrian pathways, rather than expanding the I-30/I-40 roads.</p>	B, D, L, Q, S

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Collins, Will	11/19/14	Email	27	<p>Hello, my name is Will Collins. I attended the Public Meeting on November 6 and notice that a parcel of land owned by my company was marked as a wetland and also had a hazardous material dumping site icon on it. According to sources we have looked at (internal records, FEMA Flood Insurance Maps), there are wetlands around our parcel, but we do not share that designation.</p> <p>The parcel (PID#-33N2090000200) is highlighted in blue below:</p>  <p>Obviously we would like to figure out why our land is considered wetlands by one source and not by another, but also I'd like to figure out what the hazardous material could be?</p>	R
Copher, Brian	10/10/14	Email	28	<p>I think an expansion of 365 from I-40 with the addition of a Bridge on the west side of the UP rail bridge would relieve pressure on the 430 and 630 Maumelle to West Little Rock corridor. Extending 630 toward the airport then north to connect direct with 67/167 will significantly reduce the pressure on I-30 and I-40 from downtown Little Rock and North Little Rock while increasing the ease that residents of Sherwood, Jacksonville, Cabot and even Lonoke endure on their daily work travel. Note: Comment included an illustrative map. See Attachment D - Comment Forms, Emails and Letters - Comment #28.</p>	A, L

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As previously discussed, Station 5 presented the results of the Level 1 Screening (Preliminary Alternatives) and illustrated the grouping of the Preliminary Alternatives into 6, 8, 10 and 12-lane scenarios to be combined with other highway build, I-30 Bridge, other modes, congestion management, and other non-recurring congestion management alternatives. Once established, these groupings will be carried forward and evaluated as part of the next level of screening (Preliminary Alternatives to Reasonable Alternatives). **Table 7** provides an accounting of all the scenarios identified in the survey by attendees as preferable for further evaluation in the PEL Study. Survey forms are included in **Attachment D**.

Table 7. Survey Forms: Scenarios for Further Evaluation (Station 5)

Group	Description	Number of Times Circled
Survey Instructions: Circle the scenario you prefer to be further evaluated in the PEL Study		
Scenario	Scenario 1 - 6 lanes	8
	Scenario 2 - 8 lanes	22
	Scenario 3 - 10 lanes	11
	Scenario 4 - 12 lanes	5
Group	Description	Number of Times Checked
Survey Instructions: Check the box next to the Preliminary Alternatives you prefer to be further evaluated in the PEL Study		
Highway Build Alternatives	Main Lane Pavement Rehabilitation	21
	Collector / Distributor (C/D) Roads	13
	Auxiliary Lanes	7
	Frontage Road Improvements	17
	Intersection Improvements	24
	Interchange Improvements	31
	Ramp Consolidation/Elimination	19
	Roadway Shoulder Improvements	18
	Horizontal/Vertical Curve Improvements	6
	Bottleneck Removal	32
	Bypass Route	18
Congestion Management	Information Systems/Advanced Traveler Information	23
	Managed Lanes	17
	Reversible Lanes	9
	Ramp Metering	9
	Hard Shoulder Running	6
	Travel Demand Management	11
	Transportation System Management (TSM)	12
	Wayfinding/Signage	19
	Arterial Improvements	22
	Land Use Policy	10
I-30 Bridge	I-30 Arkansas River Bridge Rehabilitation	24
	I-30 Arkansas River Bridge Replacement	25
Other Modes	Arterial Bus Transit	10
	I-30 Express Bus Transit	19
	Bus on Shoulder	14
	Bus Lanes	13
	Arterial Bus Rapid Transit	11
	Light Rail (Streetcar)	16
	Bicycle/Pedestrian	19
	Commuter Rail	19

Group	Description	Number of Times Circled
Non-Recurring Congestion Management	Crash Investigation Sites	20
	Roadside/Motorist Assist Enhancements	16
	Improvements to Detour Routes	16
	Variable Speed Limits (Speed Harmonization)	15
	Queue Warning	20

As shown in **Table 7**, the most popular main lane widening scenario selected for further evaluation was an 8-lane scenario, followed by a 10-lane scenario. Of the other Preliminary Alternatives to be grouped with the 6, 8, 10, or 12-lane scenarios for future screening, the following alternatives ranked highest among their respective groupings: interchange improvements and bottleneck removal for highway build alternatives; information systems/advanced traveler information and arterial improvements for congestion management alternatives; I-30 express bus transit, bicycle/pedestrian improvements, and commuter rail for other mode alternatives; and queue warning and crash investigation sites for non-recurring congestion management alternatives. Results were split almost evenly among survey respondents between rehabilitation and replacement of the Arkansas River Bridge.

Table 8 provides a listing of all comments received at the public meetings as applied via post-it note directly on the large, aerial photograph map of the study area. Also included is the corresponding response code. The response code key is presented in **Table 9**. Comments are listed verbatim.

Table 8. Comments from Aerial Photograph Map (Station 6)

Comment Number	Comment	Response Code
MAP-1	Provide U-turn overpass for vehicles getting on at Curtis Sykes that need I-40 W. <i>Post it note comment placed near I-40 and North Hills Blvd interchange.</i>	A
MAP-2	Kids cross under to go to NLR [North Little Rock] school. <i>Arrow on post it note comment pointed at I-30 and 19th St. underpass.</i>	C
MAP-3	Make on ramp I-40 E access only. <i>Arrow on post it note comment pointed northward at I-30 on ramp at Curtis Sykes Drive.</i>	A
MAP-4	What is the effect that will be had on Shorter College? <i>Post it note comment placed near I-30 and Bishop Lindsey Ave.</i>	B, I
MAP-5	Move ramps south of 7th St. <i>Arrow on post it note comment pointed southward at I-30 exit ramp to Bishop Lindsey Ave (east-west) and N Cypress St (north-south).</i>	A
MAP-6	Walk route for school kids. <i>Arrows on post it note comment pointing along Bishop Lindsey Ave. .</i>	C
MAP-7	School is fed from west side of I-30. <i>Arrow on post it note comment pointed at school located at N Beech St. and E 7th St.</i>	C
MAP-8	Elevate bridge - bury it. <i>Post it note comment placed along I-30 Bridge.</i>	O
MAP-9	Ditto [Assumed comment is referencing MAP-8 comment]. <i>Post it note comment placed along I-30 Bridge.</i>	O
MAP-10	Provide north/south walking/biking access through here. <i>Arrow on post it note comment pointing southward, immediately south of the Junction Bridge in Little Rock, west of I-30.</i>	C
MAP-11	Make on/off ramps longer. <i>Post it note comment placed near I-30 and Cantrell interchange.</i>	A

Comment Number	Comment	Response Code
MAP-12	Eliminate this on ramp, its dividing city from Clinton Library. <i>Post it note comment placed near I-30 and Cantrell interchange.</i>	A, D
MAP-13	Close 6 th or 9 th St. exit southbound. <i>Post it note comment placed near I-30 and 6th St.</i>	A
MAP-14	Could work with cities to create bike trails that weave in and out of corridor providing a great north-south route connecting neighborhoods with downtown. <i>Post it note comment placed between McGowan St. and S Commerce St.</i>	C
MAP-15	A bike trail that follows the corridor maybe weaving in and out of it, would allow an alternative way for locals to access downtown - freeing the highway of some traffic. <i>Post it note comment placed along I-30 and 9th St.</i>	C
MAP-16	Accidents on ramp. <i>Arrow on post it note comment pointing towards I-30 and I-630 interchange (I-630 entrance ramp to northbound I-30).</i>	A
MAP-17	Replace driveway. <i>Post it note comment placed between E 23rd St. and E 24th St. immediately adjacent to I-30 on east side.</i>	A
MAP-18	Move Roosevelt Rd. on/off ramps north and south closer to Roosevelt Rd. <i>Post it note comment placed along I-30 just south of Roosevelt Rd. between E 26th St. and E 28th St.</i>	A

Table 9 below presents the key to the response codes presented in **Tables 6 and 8**.

Table 9. Comment Response Code Key for Public Meeting #2

Response Code	General Topic Addressed	Response
A	Identification of a specific transportation need or solution to address issues of concern.	<p>Input regarding the need for improvements within the I-30 PEL study area or potential solutions to address issues of concern identified as part of the November 6, 2014 public meeting will be used in the continued development and screening of alternatives.</p> <p>The Study Team has and will continue to reach out to members of the public, stakeholders, and community leaders for input on alternatives and design considerations. For example, local representatives (agency, government, and community) appointed by the Mayors of Little Rock and North Little Rock and the Pulaski County Judge attended a visioning workshop on 11/19/14 where they provided input on access locations, ramping and weaving issues, traffic patterns, local attractions, land use plans and other design features to consider when developing and evaluating potential transportation solutions along the I-30/I-40 facility. The Study Team has and will continue to meet regularly with the city mayors, county judge, and representatives from Metroplan, all Project Partners in the PEL Study. Additionally, community meetings at local churches and with various community organizations have provided valuable input on the community vision for the I-30/I-40 facility. All of these individuals have and will continue to provide valuable planning knowledge used by the Study Team in the development of the proposed alternatives.</p> <p>At the time of Public Meeting #2, the Universe of Alternatives was screened to a set of Preliminary Alternatives (Level 1 Screening). Moving forward, the Preliminary Alternatives will be screened to a set of Reasonable Alternatives (Level 2 Screening), to be presented at Public Meeting #3 on January 29, 2015. (response continued on next page)</p>


Response Code	General Topic Addressed	Response
A (continued)	Identification of a specific transportation need or solution to address issues of concern.	<p>Utilizing valuable input provided by the public and stakeholders, the identified Reasonable Alternatives will be developed to a greater level of detail such that ramping, interchange improvements, intersection improvements and other design refinements are incorporated into the alternative designs, where practicable.</p> <p>Reasonable Alternatives will be subsequently screened to the PEL Recommendations for further project development. PEL Recommendations will be presented at a fourth public meeting in early Spring 2015.</p> <p>Note that a set amount of funding is currently available for improvements along I-30/I-40 in the study area, and accordingly, PEL recommendations could include a prioritized set of improvements along I-30/I-40 that are comparable to the set amount of available funding.</p>
B	Concerns about potential social, economic and environmental impacts and/or request for protection of environmental resources in the study area.	<p>Social, economic, and environmental resources (such as historic structures and districts, archeological resources, neighborhoods/residences, parks, businesses, wetlands, habitat, etc.) will be considered during the development, evaluation and screening of draft alternatives for the I-30 PEL Study in an effort to avoid and/or minimize any potential future negative impacts on these resources. Continued coordination with resource agencies will occur throughout the PEL and NEPA processes to ensure compliance and minimization of potential impacts. Once the PEL Recommendation(s) have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential direct, indirect, and cumulative impacts on social, economic, and environmental resources, including displacement impacts, noise impacts, impacts to communities, and impacts to natural resources (wetlands, floodplains, habitat, etc.). Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) for the project. In relation to potential noise mitigation, a noise study will be performed as part of the NEPA analysis to determine the degree of noise impacts (if any) and potential mitigation options (if feasible and reasonable). Construction of noise walls is subject to approval by affected residents, who will be given the opportunity to vote on their preference.</p>
C	Suggestion of bicycle/pedestrian improvements.	<p>Accommodating bicycle/pedestrian facilities and improving the safety of pedestrians and bicyclists, including pathways for students walking or bicycling to school, were all issues identified by local agency, government, and community representatives at the I-30 PEL visioning workshop held on 11/19/14. Suggested bicycle and pedestrian facilities needs and improvements have and will continue to be considered during the development and evaluation of draft alternatives for the I-30 PEL Study.</p>

Response Code	General Topic Addressed	Response
D	Questions/concerns about east-west connectivity and aesthetic issues.	<p>Various aspects related to aesthetics and context sensitive solutions (CSS)¹, such as lighting, landscaping, enhancing east-west connectivity, and the overall development of a transportation facility that complements the surrounding physical setting, will be considered as part of the PEL process. Visioning workshops have been included as part of the PEL process to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop was held on 11/19/14 and included agency, government, and community representatives as appointed by the mayors of Little Rock and North Little Rock and the Pulaski County Judge. Improved lighting and other aesthetic suggestions were provided by visioning workshop participants, such as designing an open and inviting facility, not having an iconic bridge, and having a consistent use of materials throughout the corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA phase, a second visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and utilized, pending AHTD approval.</p>
E	Questions/concerns about construction impacts	<p>Although it is unknown how many lanes would remain open during construction because alternatives are still under development and evaluation, traffic flow on I-30/I-40 would be maintained during construction. For example, for the Arkansas River Bridge replacement alternative, it is possible that all six lanes could remain open while a new bridge is constructed.</p> <p>Although temporary congestion may occur as a result of project construction, all practicable steps would be taken to minimize the inconvenience to motorists, transit users, bicyclists and pedestrians. All practicable steps would also be taken to maintain access to residential and business areas in the project vicinity during construction. Measures to control noise and dust due to construction activities would be considered and incorporated into construction specifications.</p> <p>AHTD has a public information office that provides notifications through various communications methods, including notifying the media, utilizing social media, and contacting affected stakeholders, among other tactics. During construction, AHTD will work to notify the public in as much advance as possible and to the extent practicable, and will continually work to improve communications throughout the process.</p>
F	Suggestion to add an Environmental Justice (EJ) Resource to the I-30 PEL Study Constraints Map	<p>For discretionary and privacy purposes, EJ communities and resources, such as Our House, were not identified by location on the I-30 PEL Constraints Maps that were presented to the general public at the Public Meeting. However, EJ community locations and resources are identified in the I-30 PEL Constraints Technical Report, which was available for viewing at the Public Meeting and is available online at the project website. Our House is included in the Constraints Technical Report.</p>

Response Code	General Topic Addressed	Response
G	Question about project timeline	The I-30 PEL study began in April 2014 and is anticipated to conclude in the summer of 2015, when the National Environmental Policy Act (NEPA) process will begin. Construction is expected to begin in 2018, and is anticipated to take 3-4 years.
H	Questions/concerns about project delivery	Improvements to I-30 will be delivered using the design-build-to-a-budget method. This method fixes the maximum amount available to all design-build teams (D-B Teams) proposing on the project to deliver a project that meets the project goals while maximizing the amount of specific project improvements that can be built for the fixed budget. Experience using this delivery method has shown that D-B Team innovations yield project time savings, high quality, and additional improvements for the fixed budget while meeting all project goals and requirements.
I	Questions/concerns about right of way (ROW) impacts and/or displacement of property	<p>Potential ROW impacts would be based on a widening alternative (should the results of the PEL Study recommend a widening alternative). At Public Meeting #2, in order to present an example of potential ROW widths, general typical sections were overlaid on aerial photograph for 6, 8, 10 and 12 main lane options. These typical sections, however, were meant to serve as examples only because at this point in the PEL process, potential widening alternatives have not been designed to a level of detail where specific ROW impacts are known. ROW impacts will be clearer as the study progresses and will be provided at future public meetings. In general, AHTD's ROW is between the outside edges of the frontage roads, and the goal is to remain within the ROW.</p> <p>Because specific ROW impacts are unknown, it is also unknown what potential displacement impacts could result from the various main lane widening options. Once the PEL recommendations have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential impacts on ROW and structures. Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) to ROW and structures. Real property would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act which provides important protections and assistance for people affected by Federally funded projects. It ensures that people whose real property is acquired, or who move as a result of projects receiving Federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.</p>

Response Code	General Topic Addressed	Response
J	Details about the Level 1 Screening process	As part of the Level 1 Screening, qualitative, fatal flaw criteria were utilized to evaluate and screen the Universe of Alternatives against the I-30 PEL project purpose and need. Alternatives were given a pass or fail rating for each of the screening criteria. To move on the next level of screening, alternatives needed to show an overall positive impact on the I-30/I-40 facility and be determined practicable. For transportation projects, generally, an alternative is practicable if it 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts. ² Alternatives that did not meet the purpose and need, and those that were clearly impractical based on cost or effectiveness in Little Rock and North Little Rock, were eliminated at this level.
K	Suggestion and/or comments regarding transit improvements	Potential transit alternatives evaluated as part of the Universe of Alternatives in the Level 1 Screening included arterial bus transit, I-30 express bus transit, bus on shoulder, dedicated bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail, and high speed rail. All of the above alternatives except heavy rail and high speed rail moved forward to the Level 2 screening analysis as Preliminary Alternatives. Heavy rail and high speed rail were screened out from further evaluation because they were determined impractical based on high construction cost and the difficulties associated with constructability. See Response Code J for Level 1 Screening details and definition of practicable. The I-30 PEL Study Team will continue to work with local transit providers as the screening process moves forward to examine the existing transit needs of the I-30 PEL study area, as well as how proposed solutions may complement the existing and planned transit system.
L	Suggestion and/or comments regarding construction of a new location river crossing (bypass route)	A new location river crossing (bypass route) was included in the Universe of Alternatives evaluated as part of the Level 1 Screening analysis. It passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as a Preliminary Alternative. See Response Code J for Level 1 Screening details. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
M	Suggestion and/or comments regarding reversible lanes	A reversible lane alternative was included in the Universe of Alternatives evaluated as part of the Level 1 Screening analysis. It passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as a Preliminary Alternative. See Response Code J for Level 1 Screening details. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
N	Suggestion and/or comments regarding an Elevated Lanes (Roadway) alternative	An elevated roadway lanes alternative was included in the Universe of Alternatives. This alternative was screened out as part of the Level 1 Screening because it was determined impractical based on the high construction cost and difficulties associated with constructability. See Response Code J for Level 1 Screening details and definition of practicable.

Response Code	General Topic Addressed	Response
O	Suggestion or comments regarding I-30 Arkansas River Bridge alternatives	Three options were considered for the Arkansas River Bridge as part of the Universe of Alternatives: bridge rehabilitation, bridge replacement, and a bridge with elevated lanes. The Universe of Alternatives were developed utilizing information provided from previous studies ³ , along with input from the Technical Work Group, Project Partners (City Mayors, Pulaski County Judge and Metroplan), public, and other stakeholders. Elevated bridge lanes were screened out as part of the Level 1 Screening because they were determined impractical based on the high construction cost and difficulties associated with constructability. Bridge rehabilitation and replacement passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as Preliminary Alternatives. See Response Code J for Level 1 Screening details and definition of practicable. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
P	Questions/concerns about signage	Improving wayfinding/signage was included in the Universe of Alternatives evaluated as part of the Level 1 Screening analysis. This alternative would improve signage along the study area to provide the traveler better information to aid in decision making, and allow for a safer travel experience by avoiding last minute weaving to reach a desired exit. This alternative passed the Level 1 Screening and will be evaluated as part of the Level 2 Screening as a Preliminary Alternative. See Response Code J for Level 1 Screening details. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
Q	Questions/concerns about alternatives being considered as part of the I-30 PEL Study	In order to ensure a comprehensive evaluation of potential solutions to transportation problems along I-30/I-40, the Universe of Alternatives included various types of alternatives other than just main lane widening. Highway build alternatives included main lane widening, main lane pavement rehabilitation, elevated roadway lanes, collector/distributor roads, auxiliary lanes, dedicated truck lanes/ramps, frontage road improvements, intersection improvements, interchange improvements, ramp consolidation/elimination, shoulder improvements, horizontal and vertical curve improvements, bottleneck removal, and a bypass route. Arkansas River Bridge alternatives included bridge rehabilitation, replacement, and elevated bridge lanes. Other mode alternatives included arterial bus transit, I-30 express bus transit, bus on shoulder, dedicated bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail, and high speed rail. Congestion management alternatives included information systems/advanced traveler information (e.g., dynamic message sign displays to drivers), managed lanes, reversible lanes, ramp metering (i.e., signals placed at the end of ramps to manage the number of vehicles entering the traffic stream), hard shoulder running, travel demand management, transportation system management, signage improvements, arterial improvements (i.e. increasing capacity and safety on existing parallel arterial roads), and consideration of land use policies. Non-recurring congestion alternatives included the utilization of crash investigation sites, roadside/motorist assist enhancements, improvements to detour routes during construction, implementing variable speed limits, and implementing a queue warning system. (response continued on next page)

Response Code	General Topic Addressed	Response
Q (continued)	Questions/concerns about alternatives being considered as part of the I-30 PEL Study	Of all the alternatives presented above, only five were screened out as part of the Level 1 analysis for not meeting the purpose and need and/or for not being practical: elevated lanes (roadway), truck lanes/ramps, elevated lanes (bridge), heavy rail, and high speed rail. The remaining 38 Preliminary Alternatives will be advanced to the Level 2 Screening. See Response Code J for Level 1 Screening details and definition of practicable. The Level 2 Screening analysis and results will be presented at Public Meeting #3 on January 29, 2015.
R	Environmental Issues associated with Parcel 33N209000200	<p>1) Why is the parcel shown as a wetland area?</p> <p>The constraints mapping process is primarily a <i>high-level, database search</i> analysis performed to identify existing concerns that may constrain potential alternatives within the I-30 PEL study area. An evaluation of high resolution 2014 aerial photography, knowledge of the low-permeable soils in the area, the tendency of the area to be poorly drained and store water, and field verification by AHTD personnel were all factors that led to the preliminary identification as the area in question as a wetland. It is important to note that at this stage of high-level planning, a formal jurisdictional wetland determination has not been made. A Waters of the U.S., including wetlands jurisdictional analysis will occur for areas determined to be impacted by the proposed alternative(s) as part of the NEPA phase of the project, set to begin in the Fall/Summer of 2015.</p> <p>2) What is the nature of the hazardous materials site shown on the parcel?</p> <p>Data points associated with environmentally regulated facilities were obtained from Environmental Protection Agency (EPA) and Arkansas Department of Environmental Quality (ADEQ) databases. Review of the EPA database identified the site located at the parcel in question as "CENTRAL AR WATER/N LOCUST 20".⁴ Upon further investigation, the EPA site shows the facility address listed as "SE corner of I-40/I-430." That interchange location is several miles to the northwest outside of the I-30 PEL study area.</p> <p>Review of the ADEQ database⁵ using the facility name "Central AR Water" identified the site at the latitude and longitude coordinates⁶ shown in the image below:</p>  <p>(response continued on next page)</p>

Response Code	General Topic Addressed	Response
R (continued)	Environmental Issues associated with Parcel 33N209000200	<p>The ADEQ site also shows a National Pollutant Discharge Elimination System (NPDES) Permit associated with the coordinates.^{7,8}</p> <p>There is a discrepancy between the address shown in the EPA database (SE corner of I-40/I-430), the EPA data point provided in their electronic files, and the site coordinates provided in the ADEQ database. One possible reason for this discrepancy is that the “SE corner of I-40/I-430” address with the EPA was mislabeled and should read “SE corner of I-40 and I-30” which would correspond with the ADEQ coordinates. At this time however, based on the cursory database search performed for the PEL Study, the reason for the discrepancy is unknown.</p> <p>An environmental regulatory records review assessment in accordance with the American Society for Testing and Materials (ASTM) Practice E1527-05 will be performed during the NEPA phase of project development, which will likely provide additional information related to the site in question.</p>
S	General comment or suggestion	Comment noted.

Notes:

¹ As defined by the FHWA, CSS is a collaborative, interdisciplinary approach that involves stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, and historic and environmental resources while maintaining safety and mobility.

Source: <http://www.fhwa.dot.gov/planning/csstp/faq/>

² The evaluation of alternatives must consider a reasonable range of options that could fulfill the project sponsor's purpose and need. Reasonable alternatives include those that “are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant” (Council on Environmental Quality, 1981).

³ 2003 Central Arkansas Regional Transportation Study [CARTS] Areawide Freeway Study, Phase 1 Arkansas River Crossing Study and METRO 2030.2, the Long Range Metropolitan Transportation Plan for the CARTS area.

⁴ Details about the site listing can be found at the following link to the EPA database: http://iaspub.epa.gov/enviro/fii_query_detail_disp_program_facility?p_registry_id=110044959444.

⁵ Link to the ADEQ database: (<http://www.adeq.state.ar.us/home/pdssql/pds.aspx#display>)

⁶ http://www.adeq.state.ar.us/home/pdssql/p_facil_details.asp?AFIN=6004512&AFINDash=60-04512

⁷ http://www.adeq.state.ar.us/home/pdssql/p_permit_details_water_npdes.asp?AFINDash=60-04512&AFIN=6004512&PmtNbr=ARG670710.

⁸ A link to a copy of the NPDES Permit is located at the following link:

<http://www.adeq.state.ar.us/ftpoot/Pub/WebDatabases/PermitsOnline/NPDES/Permits/ARG670710.pdf>.

3.0 CONCLUSION AND NEXT STEPS

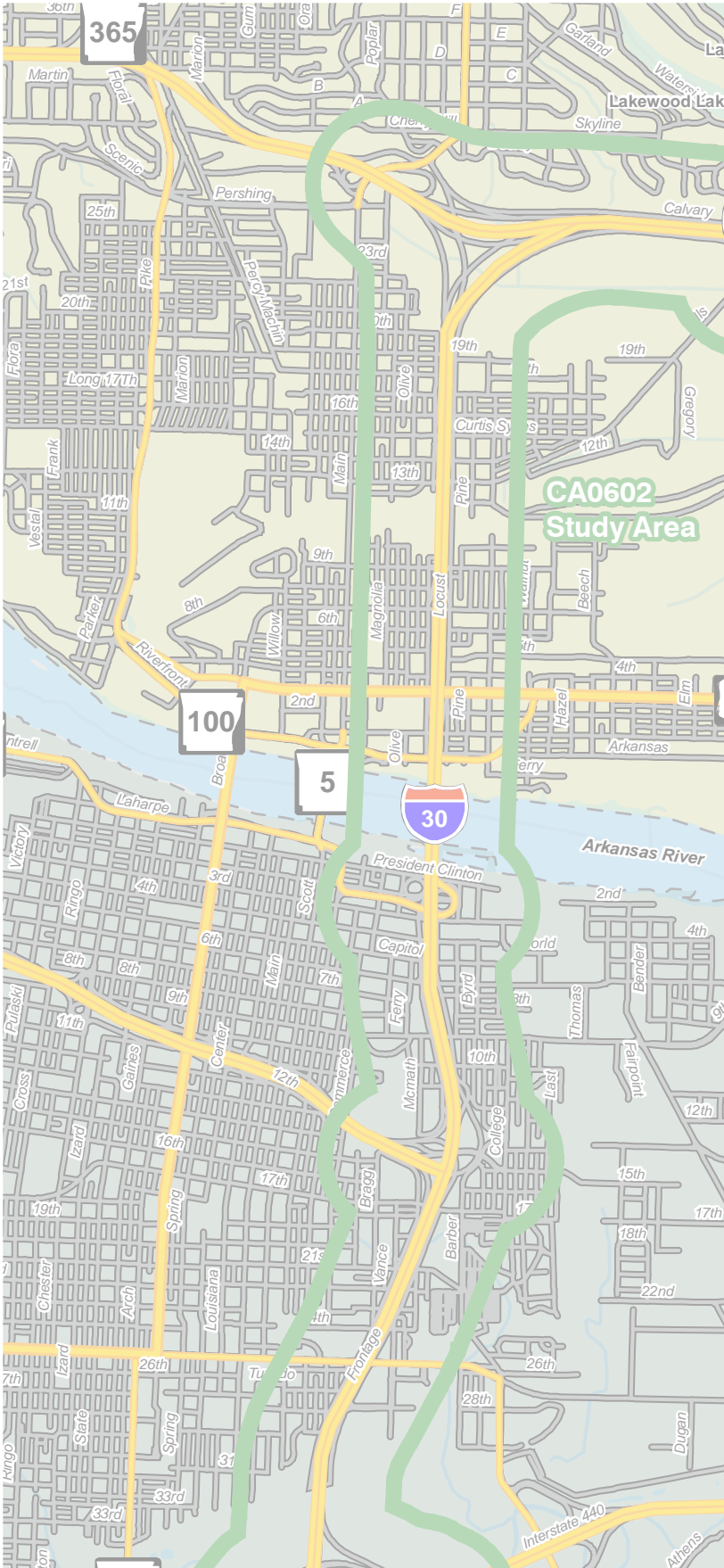
Feedback from Public Meeting #2 supports the need for transportation solutions in the study area in order to alleviate congestion, improve safety, improve existing roadway deficiencies (i.e., too many ramps, weaving problems, etc.), and improve access and connectivity across I-30 through Little Rock and North Little Rock. Many comments provided suggestions for ramping, weaving and other design solutions to problems experienced along the I-30/I-40 facilities. Many comments also supported the accommodation and/or improvement bicycle and pedestrian facilities, especially related to the safety of students walking to and from school; improved safety features (lighting

and signage); and other aesthetic features. Additionally, commenters requested avoidance and protection of natural resources such as wetlands, historic resources, and residences/structures. Meeting attendees also identified through surveys a general preference for an 8-lane widening scenario, followed by a 10-lane widening scenario, incorporated with other Preliminary Alternatives such as interchange improvements, bottleneck removal, information systems/advanced traveler information, and I-30 express bus transit.

The input gathered at Public Meeting #2 will be used in the continued development and screening of alternatives. The Level 1 Screening process and results (Preliminary Alternatives) were presented at this Public Meeting. The Level 2 Screening process and results (Reasonable Alternatives) will be presented at the third Public Meeting scheduled for January 29, 2015. The Level 3 Screening process and results (PEL Recommendations) will be presented at a fourth Public Meeting scheduled for spring 2015.

Copies of this document, as well as future public meeting materials, will be available online at www.ConnectingArkansasProgram.com. Questions or additional comments may be directed to Info@ConnectingArkansasProgram.com.

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PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC MEETING #3 SUMMARY AND ANALYSIS REPORT



CA0602

Interstate 530 – Highway 67

March 2015



Arkansas State Highway &
Transportation Department



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ATTACHMENTS

Attachment A	Advertisements
Attachment B	Sign In Sheets
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1.0 INTRODUCTION

In April 2014, the Arkansas Highway State Transportation Department (AHTD) began the Interstate 30 (I-30) Planning and Environmental Linkages (PEL) Study to identify the purpose and need for improvements within the I-30 PEL study area, determine possible viable alternatives for a long-term transportation solution, and recommend alternatives that can be carried forward seamlessly into the National Environmental Policy Act (NEPA) process. As part of the I-30 PEL Study, a series of four public meetings are to be held to allow the public to provide feedback on transportation needs and possible solutions in the study area. This report describes the third public meeting, held in January 2015.

2.0 PUBLIC MEETING #3

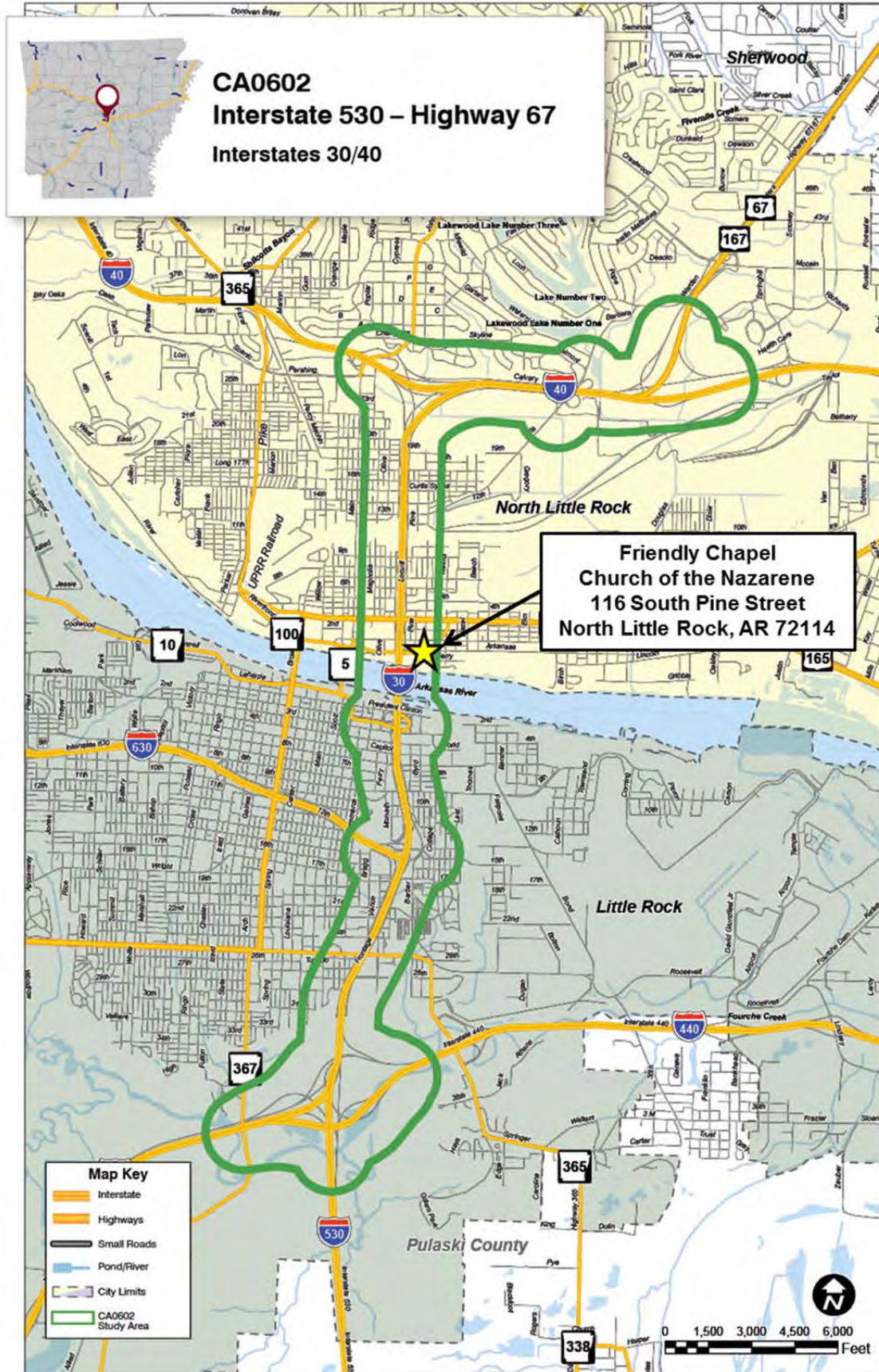
Public Meeting #3 was an open-house meeting, held on Thursday, January 29, 2015 at the Friendly Chapel Church of the Nazarene. Public Meeting #3 logistics are presented in **Table 1**, and **Figure 1** depicts the location of meeting.

Table 1. Public Meeting #3 Logistics

Schedule Date/Time	Location
Thursday, January 29, 2015 4 p.m. – 7 p.m.	Friendly Chapel Church of the Nazarene (Gym) 116 South Pine Street North Little Rock, Arkansas 72114

The sections that follow further detail Public Meeting #3 and summarizes the input received through Friday, February 13, 2015, which was the end of the public comment period.

Figure 1. I-30 PEL Public Meeting #3 Location



2.1 Public Meeting Advertising and Outreach

Public Meeting #3 for the I-30 PEL Study was publicized using numerous methods of advertising and outreach, as summarized in **Table 2**.

Table 2. Public Meeting #3 Advertising and Outreach

	Outreach Efforts	Date(s)
Display/Newspaper Ads	Arkansas Democrat Gazette	1/11/15 & 1/25/15
	North Little Rock Times	1/8/15 & 1/22/15
	El Latino	1/8/15 & 1/22/15
Direct Mail	Flyer to adjacent property owners and property owners adjacent to interchanges	1/8/15
	Flyers to stakeholders (chambers, HOAs, etc.)	1/8/15
	Flyers to Community Meeting Attendees (no email address provided)	1/8/15
	Flyers to attendees of Public Meetings #1 & #2 (no email address provided)	1/8/15
	Flyers to persons interested in project	1/8/15
	Letters to elected officials	1/6/15 & 1/20/15
	Letters to minority ministers and area churches	1/14/15
Email	Flyers to Technical Work Group Members	1/14/15
	Flyers to Elected Officials	1/12/15
	Flyers to persons requesting to be added to mail list	
	Flyers to attendees of Public Meetings #1 & 2	
	Flyers to minority ministers and area churches	
	Flyers to stakeholders (chambers, HOAs, etc.)	
	Flyers to Project Partners, Stakeholder Advisory Group and visioning workshop attendees	
Hand-Delivered Flyers ¹	Flyers to Community Meeting attendees	1/20/15
	Attractions (e.g., River Market, Clinton Presidential Center and Park)	
	NAACP	
	Eastgate Terrace Housing Project (office)	
	Churches	
	Gas stations along the I-30 corridor	
	Schools and Development Centers	
Public Service Announcements	Libraries and Community Centers	1/19/15 – 1/29/15
	Sixty-second spots on Heartbeat 106.7 FM	
Websites	Sixty-second spots on La Pantera 1440 AM	1/6/15
	ConnectingArkansasProgram.com	
	ArkansasHighways.com	
News Release	Metroplan.org	1/13/15
	Distributed to AHTD media list	1/23/15
Community Calendars	Little Rock Convention and Visitors Bureau	1/12/15 – 1/29/15
	City of North Little Rock	
	Little Rock Regional Chamber of Commerce	
	North Little Rock Visitors Bureau	
	Americantowns.com	
	Eventful.com	
	University of Arkansas Little Rock Public Radio	

Outreach Efforts	Date(s)	Outreach Efforts
Social Media	AHTD Twitter	1/13/15, 1/28/15, & 1/29/15
	Little Rock Chamber Twitter	1/29/15
	WER Architects Twitter	1/29/15
	Metroplan Twitter	1/21/15, 1/27/15, & 1/29/15
	Metroplan Facebook	1/13/15, 1/21/15, & 1/27/15
	studioMain Facebook	1/29/15
Stakeholder Presentation	Park Hill Neighborhood Association	1/6/15
	Metroplan Board	1/28/15
<i>Note: ¹ Flyer distribution list provided in Attachment A.</i>		

In addition, directional signs were placed in various locations around the public meeting facility to help participants locate the facility and to generate additional local awareness of the event.

Copies of the display/newspaper ads, flier, letters, press releases and online advertisements are included in **Attachment A**.

2.2 Public Meeting Attendance

A summary of the attendance at Public Meeting #3 is presented in **Table 3**.

Table 3. Public Meeting #3 Attendance

Attendees	Number
General Public	133
Agencies	10
Elected Officials	6
Media	3
Study Team Members	19
Total Attendance	171

Participants represented a wide range of interests and included members of the general public, members of community organizations, elected officials, and city/county staff. Copies of the sign in sheets from both meetings are included in **Attachment B**.

2.3 Public Meeting Format and Materials

Public Meeting #3 utilized an open house format, which allowed participants to arrive, sign in, view exhibits and handouts, ask questions, and provide comments between 4:00 p.m. and 7:00 p.m. The meeting layout was designed to showcase seven distinct stations. I-30 PEL Study Team members, comprised of AHTD staff and consultants, were available at every station to provide information and answer questions.

The seven stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Table 4**.

Station 1: Sign in Here - At this station, members of the public signed in, learned about the meeting format, and received introductory handout materials. Materials handed out included a public meeting program guide that described the meeting format and station set-up, an I-30 PEL fact sheet describing the PEL process, a Connecting Arkansas Program (CAP) brochure describing the CAP Program, and a comment form. A notice of non-discrimination exhibit was also posted at this station.

Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline - This station presented the I-30 PEL study area, constraints that have been identified to-date, and PEL Study timeline. Nine exhibit boards were on display: one map of the study area; three separate constraints maps covering the north section of the study area (North Little Rock), the middle section of the study area (Arkansas River and central business districts), and south section of the study area (Little Rock); two identical legends explaining the symbols identified on the constraints maps; and an exhibit depicting the overall PEL study timeline and where the study is within this timeline of events. This station also included one exhibit board presenting an overview of the purpose and need of the project and one exhibit board presenting the study goals.

Station 3: Level 1 Screening - This station presented four exhibit boards that illustrated the Level 1 Screening process: an exhibit board listing the Universe of Alternatives - the initial set of possible solutions to the transportation needs identified for the I-30/I-40 facility in the study area; an exhibit board illustrating the general Alternatives Screening Methodology; an exhibit board illustrating the screening of the Universe of Alternatives to a set of Preliminary Alternatives; and an exhibit board listing the results of the Level 1 Screening of the Universe of Alternatives to Preliminary Alternatives, which were carried forward to the Level 2 Screening.

Station 4: Level 2 Screening - This station presented 10 exhibit boards that illustrated the Level 2 Screening process, which was broken up into two phases: Levels 2a and 2b. Attendees first viewed an exhibit board describing the Level 2 Screening methodology. Then attendees viewed 4 exhibit boards associated with the Level 2a Screening: one exhibit board breaking down the Level 2a scoring process, one exhibit board presenting an example of the Level 2a Screening, one exhibit board outlining the Level 2a alternatives screened out, and one exhibit board identifying the Basic Scenarios - grouping of Primary and Complimentary Alternatives - recommended for Level 2b. Another exhibit board provided the definition and illustration of collector/distributor (C/D) roads to aid meeting attendees in understanding the difference between main lane widening and C/D roads, both identified as Primary Alternatives for further evaluation. The Level 2a Screening was followed by four exhibit boards illustrating the Level 2b Screening process: one exhibit board breaking down the Level 2b scoring process, one exhibit board presenting an example of the Level 2b Screening, one exhibit board outlining the Level 2b scenarios screened out, and one

exhibit board identifying the scenarios for further evaluation in Level 3, also called the Reasonable Alternatives.

Station 5: Roll Plots and Typical Sections - This station presented roll plots and typical sections for all three of the Recommended Alternatives: 1) 8-Lane C/D Scenario (3 Main Lanes + 1 C/D each direction); 2) 10-Lane Scenario (5 Main Lanes each direction); and 3) 10-Lane C/D Scenario (3 Main Lanes + 2 C/D Lanes each direction). The roll plots included existing and potential proposed right-of-way (ROW), as of date, and an exhibit board noted that interchange and ramp locations had yet to be developed. Study Team members, including engineers and planners, were available to answer question.

Station 6: I-30 PEL Documents - This station provided copies of the I-30 PEL Framework and Methodology, Public Involvement and Agency Coordination Plan (PIACP), Constraints Technical Report, Universe of Alternatives, Alternatives Screening Methodology, and Level 1 and Level 2 Screening Methodology and Results Memorandum documents. Although hard copies of these documents were provided for review at the public meeting, attendees were reminded that all displayed materials, are also available on the project website.

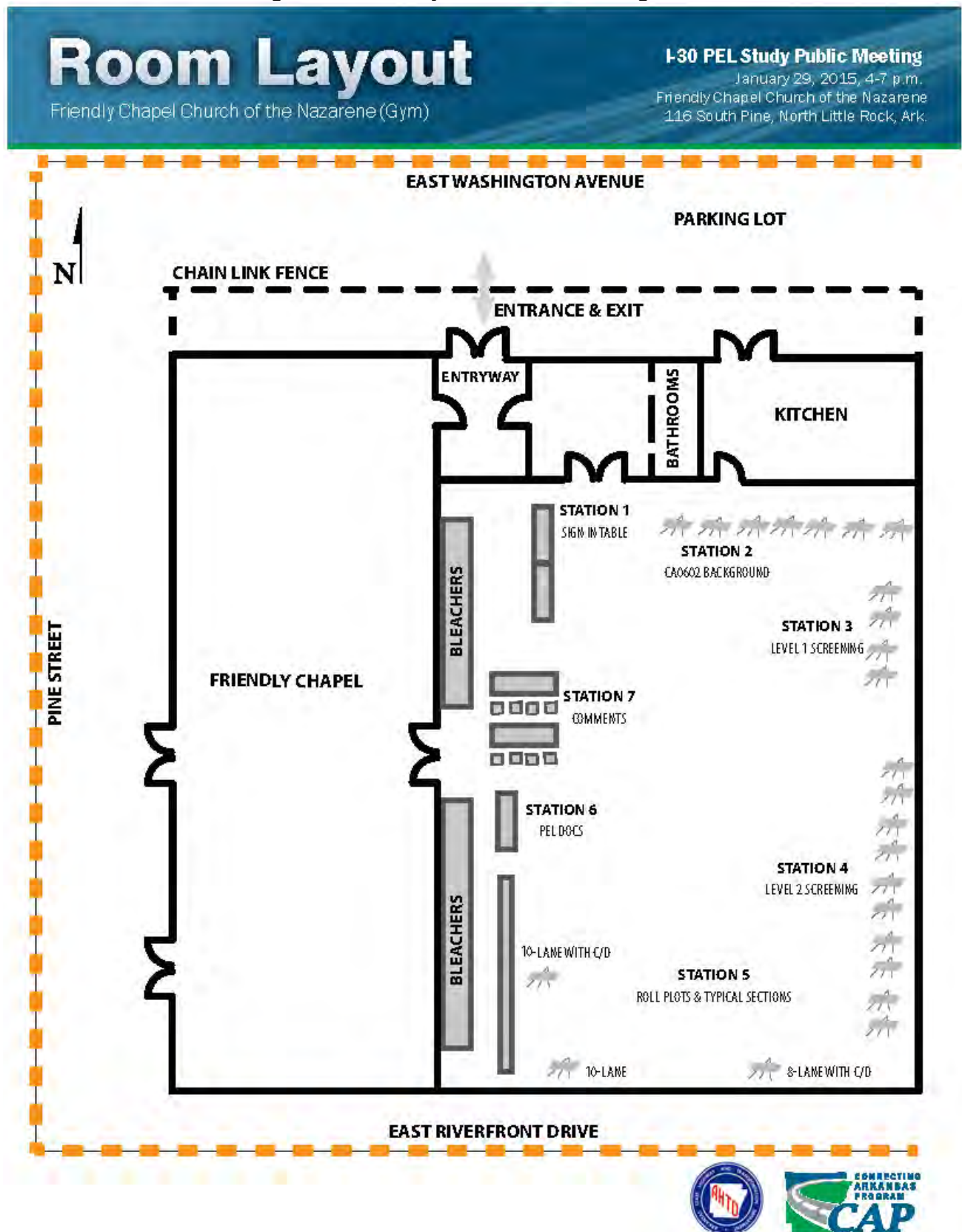
Station 7: Comment Tables and How to Get Involved - This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venue. This station also presented an exhibit detailing the various methods members of the public could obtain more information or provide comments on the I-30 PEL Study. At the end of the meeting, the Study Team collected all written comments from the comment boxes.

The materials described at each of the seven stations above are summarized in **Table 4**. Copies of the materials, as well as photos from the meetings, are included in **Attachment C**. **Figure 2** presents the general layout for Public Meeting #3.

Table 4. Public Meeting #3 Materials

Station	Type	Title
Station 1: Sign In Here	Handout	Public Meeting Program Guide
	Handout	I-30 PEL Fact Sheet with Study Area Map
	Handout	CAP Brochure
	Handout	Comment Form
	Exhibit	Notice of Non Discrimination
Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline	Exhibit	Study Area Map
	Exhibit	North Section Constraints Map
	Exhibit	Middle Section Constraints Map
	Exhibit	South Section Constraints Map
	Exhibit	Constraints Map Legend (x2)
	Exhibit	Purpose and Need
Station 3: Level 1 Screening	Exhibit	Study Goals
	Exhibit	Universe of Alternatives
	Exhibit	Alternative Screening Process (Overview)
	Exhibit	Alternative Screening Process (Level 1)
Station 4: Level 2 Screening	Exhibit	Scenarios for Further Evaluation (Moving on to Level 2)
	Exhibit	Level 2 Screening Methodology
	Exhibit	Level 2a Screening
	Exhibit	Level 2a Screening Examples
	Exhibit	Level 2a Alternatives Screened Out
	Exhibit	Basic Scenarios Recommended for Level 2b
	Exhibit	Collector/Distributor
	Exhibit	Level 2b Screening
	Exhibit	Level 2b Screening Examples
	Exhibit	Level 2b Scenarios Screened Out
Station 5: Roll Plots and Typical Sections	Exhibit	Scenarios for Further Evaluation (Moving on to Level 3)
	Aerial Roll Plot	8-Lane C/D Scenario (3 Main Lanes + 1 C/D Lane Each Direction)
	Exhibit	8-Lane C/D Scenario - Typical Section
	Aerial Roll Plot	10-Lane Scenario (5 Main Lanes Each Direction)
	Exhibit	10-Lane Scenario - Typical Section
	Aerial Roll Plot	10-Lane C/D Scenario (3 Main Lanes + 2 C/D Lanes Each Direction)
	Exhibit	10-Lane C/D Scenario - Typical Section
Station 6: I-30 PEL Documents	Exhibit	Notice Regarding Interchange and Ramp Locations
	Report	I-30 PEL Framework and Methodology
	Report	Public Involvement and Agency Coordination Plan
	Report	Constraints Technical Report
	Report	Universe of Alternatives
	Report	Alternatives Screening Methodology
	Report	Level 1 Screening Methodology and Results Memorandum
Station 7: Comments and How to Get Involved	Report	Level 2 Screening Methodology and Results Memorandum
	Handout	Comment Form
	Exhibit	How to Get Involved

Figure 2. Room Layout for Public Meeting #3



2.4 Public Meeting Comments

The public comment period opened on January 29, 2015 and ended February 13, 2014. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written comment in the public meeting comment box at Station 7;
- Calling the Connecting Arkansas Program at 501-225-1519;
- Mailing a written comment to Connecting Arkansas Program, RE: 1-30 PEL Study, 4701 Northshore Dr., North Little Rock, AR 72118; or
- Emailing a comment to Info@ConnectingArkansasProgram.com.

Table 5 shows the number of comment submissions by method in which they were submitted.

Table 5. Number of Comments Received

Submission Method ¹	Number of Comments
Comment Form	30
Email	2
Total Comments Received	32

Note: ¹ See Table 6 for detailed comments.

Many of the comments submitted identified specific transportation problems and/or solutions to address issues of concern, and several commenters cited a specific lane-widening alternative of preference. Many commenters noted ramp spacing issues along I-30 within the study area and weaving problems along I-40 between the I-30/I-40 interchange and the I-40/Hwy. 67/Hwy. 167 interchange. Another common theme expressed by commenters was the improvement and/or accommodation of other transportation modes (bicycle, pedestrian, and/or transit) as part of the proposed project. Several questions relating to potential ROW impacts were submitted and commenters also expressed a desire for preservation and protection of cultural resources.

Table 6 provides a listing of all comments received on the comment forms and via e-mail. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 7**. Comments are listed verbatim and copies of all comments received are included in **Attachment D**.

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Table 6. Comment Forms and Emails Received and Response Codes

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Lee, Esther Lee	1/29/15	Comment Form	1	I think it's a great idea to improve or widen the interstate [I-30] but just don't take away our homes that we've paid for please and thanks.	N, O
Thomas, Darryl	1/29/15	Comment Form	2	Satisfied with all 3 plans; only concern is viewing the final plans and seeing the extent of the "right away passages."	N, O
Hodge, Jerry	1/29/15	Comment Form	3	Very Informative. Lots of people to answer questions. Thanks for doing this!	O
White, Terry	1/29/15	Comment Form	4	The Arkansas Highway Department has been very easy to work with and very informative about this project.	O
	1/29/15	Comment Form	5	Interesting & needed project.	O
Ross, Debi	1/29/15	Comment Form	6	67/167–I40 merger needs to be fixed! Lakewood exit added. Lakewood entrance improved.	A
Morgan, Alex	1/29/15	Comment Form	7	I-40 east bound from Levy to I-30 should be improved. North Hills ramps should be modified. I-30 to I-40 WB ramp should have better signing or paint the interstate sign on the road to which ramp goes where.	A, E
Voyles, Robert	1/29/15	Comment Form	8	The 67/167 to I-40 weave can be improved by moving to the median from southbound. This has been mentioned but is not included! Too bad – that would have solved that dangerous weave & help with Lakewood Exit traffic. The reverse should be included from I-30 to median on I-40.	A
Selman, Alicia	1/29/15	Comment Form	9	Protect the parking and the Southern Company. 13th & Cypress. Thanks!	N
Scott, Dan	1/29/15	Comment Form	10	I have concerns about 5 lanes (10 total lanes) on I-30 heading north & dumping into what is essentially 3 lanes (1 west, 1 onto Park Hill & 2 heading east) of interstate with no means to solve the East 40 & 67/167 lane swerving to accommodate those continuing to head north & those who are traveling I-40 east & wanting to continue to head east. I also am concerned about having meetings in neighborhoods with no information about where exit/entrance ramps will be going. My concern is that decisions on scope (10 lanes vs. 8 lanes) will be made and then those decisions will mandate where the ramps are & it will be too late to get neighborhood input. Without solving the 67/167- 40 East problem, this appears to be an exercise in futility as far as traffic flow improvement is concerned. Access routes from one side of I-30 to the other need significant improvements – wider, better lit with wide sidewalks to help kids safely cross under the interstate.	A, C, D

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
	1/29/15	Comment Form	11	Do not widen to 5 or 6 lanes in each direction. Unnecessary and way too expensive. Improve the ramps to be more efficient and reduce delays during rush hour. Fix structural problems on the bridge.	A, O
Mackey, Stuart S.	1/29/15	Comment Form	12	Please don't start until Broadway Bridge is done.	H
	1/29/15	Comment Form	13	My concern is the I-30/I-40 interchange. There need to be some improvements to that interchange. Not enough merge time to exit Park [Hill] area.	A
	1/29/15	Comment Form	14	10-Lanes	A
	1/29/15	Comment Form	15	Not an I-30 comment. AHTD needs to take pedestrians into consideration. For example – when Cantrell is widened near Kraftco, there needs to be a safety island/crosswalk so people can cross on foot (bus stop and apartments).	D
	1/29/15	Comment Form	16	Great information, it was very thoughtful to have people to explain what is displayed. Looking forward for next meeting.	O
Lambert, Kathleen	1/29/15	Comment Form	17	Would like to see the large I-30 ramp removed from the center of Little Rock to allow the downtown area to fill back in. Better access on 4th St. for Rapid Bus Service.	A, K
Rhodes, Bernadette	1/29/15	Comment Form	18	I like the 8-lane C/D option. That number of lanes is sufficient to alleviate congestion. I think allowing buses on shoulders is a good idea.	A, K
Markham, Susan	1/29/15	Comment Form	19	1. Address functional/ structural deficiencies. 2. Keep to 6 thru lanes. 3. Spend \$\$ on improving arterial system and on alternative travel modes. 4. Look for opportunities to actually <u>strengthen</u> neighborhood connectivity – e.g., improving pedestrian access, accommodating – <u>really</u> accommodating bus travel.	A, C, D, J, K

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Lupton, Jonathan	1/29/15	Comment Form	20	<p>1. As the guy who did Metroplan's projection, I can tell you that they were done based on pre-2010 data, the best then available. The 2000-2010 decade saw an unusual up-tick in population growth, influencing the projection out to 2040. Based on trends post-2010, regional population growth has slowed sharply (see recent Metrotrends newsletters), suggesting we're less likely to reach the 943,000 total forecast for 2040. For that reason, I think the 165,000 VPD forecast for the I-30 bridge is probably too high.</p> <p>2. I can see 8 lanes just for the bridge, remaining 6 lanes elsewhere but with upgrades to the on/off flows. I like the C/D lanes and have found these helpful driving in large US metros like Wash DC, Dallas, Houston, Chicago, etc.</p> <p>3. Congestion isn't really <u>that</u> bad on that stretch, I-30 from 630 to 40, except at rush hour, and even then the biggest constraint is the on/off and weaving, not total traffic (at least not yet). Try a larger urban area for comparison. I remember getting back from a week in DC and finding traffic laughable in comparison.</p> <p>4. I genuinely <u>fear</u> the really wide cross-section, i.e., 10-12 lanes. Why? Because I've driven these in other urban areas and find driver behavior is frequently horrifying; traffic moves 10-15 mph above the posted limit and there are always some 'road warriors' weaving in and out going 90 mph. Mark my words, if I-30 is widened to 10-12 lanes, you'll see some pretty spectacular crashes.</p> <p>5. While some improvements (and a new bridge) are necessary, I'm convinced the money would be better spent on upgrading arterial streets through the region, via access mgt [management] and minor widening where necessary. Such upgraded arterials could absorb much of the traffic growth while taking local traffic off the freeways, allowing them to return to the role for which they were designed: intercity/long-distance travel. Thanks!</p>	A, J, L, M, O
Ryan, Richard	1/29/15	Comment Form	21	What compensation will be made for business that business slows down?	H

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Fikes, B.	1/29/15	Comment Form	22	Good presentation – AHTD Personnel helpful. Paint hwy [highway] numbers in lanes thru Little Rock & NLR [North Little Rock] to help driver's select correct lane of travel. This was seen by me in Kansas City, MO.	E, O
Rhodes, Jeremy	1/29/15	Comment Form	23	Please, please don't put in 10 lanes. I think with proper planning we can keep running well with 8. I think 10 is too much!	A
Wells, Kathy	1/29/15	Comment Form	24	Support 8 lanes w/one C/D lane plus regular traffic. Strongly oppose any more lanes. Need more mass transit! Want to see interchanges; must be better than ones today! Respect historic structures; cultural features.	A, B, K
Minyard, Brian	1/29/15	Comment Form	25	The only benefit for the 10 lane would be the 2 lane C/D lanes. But do we really need 3 + 3 lanes if we have C/D lanes in each direction. Personal comment – not an official city comment.	A
Peppas, Jeremy	1/29/15	Comment Form	26	What is the plan to handle pedestrian foot traffic that runs down Clinton Ave? Currently the people cause traffic issues for those crossing the river. The traffic will only increase when the Broadway Bridge is imploded. Will I-30 be closed to truck traffic across the Arkansas River? Will the moorings and the entirety of the bridge be replaced? Or will it just be the span?	D, H
Falkowski, Becky	1/29/15	Comment Form	27	Want least impact to downtown. 8-lane is preference but would want to know what we're gaining and/or losing with each scenario (8 vs. 10). Would like entrance into downtown Little Rock to be welcoming architecturally – not just a concrete bridge cutting through. Appreciate how you have worked with the community with the process.	A, B, C, M, O
Henry, James	1/29/15	Comment Form	28	I don't think the 3-lanes with C/D lanes plan will help very much. I am hesitant to support the 5-lane plan because it is ugly and seems too wide. However, I wonder if the 3 lane + 2 C/D lane plan will significantly reduce congestion at 30/630 interchange. I like this plan the best if it can be applied without tearing down any important buildings in downtown LR [Little Rock].	A, B
Lane, Kelley	1/29/15	Comment Form	29	The 10 Lane/ CD option seems like the best overall option for long-term development. However, to disrupt all the work that has been put in around the Clinton Center – to the River Market – would be destructive to the development of the City. If possible, the roads should be developed upwards rather than outwards.	A, B, F, G
	1/29/15	Comment Form	30	Keep to 6 through lanes! Improve/repair functional/structural.	A

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Guffey, Marsha	2/2/15	Email	31	<p>I do not think it is acceptable to consider either 8 or 10 lanes for Interstate 30. For one thing, the Metroplan Board for many years has taken a stand against more than 6 lanes, instead favoring the development of a more multi-modal system. I wholeheartedly agree with this stance. For another thing, I know you have done traffic forecasts, but the overall trend is to less, not more driving, for a variety of reasons I am sure you have read as much as I have. I know Central Arkansas is growing population-wise, but that is still a lot of pavement if the VMT trend holds. I would rather have congestion that makes people reconsider jumping in their cars and to consider transit, than to over-build roads.</p> <p>But more personally, just as a driver, I don't want driving in Little Rock to feel like driving in Atlanta. I much prefer that we find other ways to accommodate the traffic, like building a new bridge at Chester Street and funneling some of the traffic out through North Little Rock. I have read that your travel demand model doesn't show that this will help much, but I am not convinced. The Little Rock/North Little Rock area needs several more bridges so the traffic can spread out. People would not use I-30 for local traffic if they had viable alternatives. I do not think the Collector/Distributor lanes are a viable alternative.</p>	A, I , K, L, O

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Stair, Patrick	2/10/15	Email	32	<p>Of the three options presented at Meeting #3 on 1/29/15, I very much prefer the 8-Lane C/D Scenario. I can barely stomach the 10-Lane C/D Scenario, and I absolutely abhor the 10-Lane Scenario. But frankly, I doubt that the AHTD is taking a vote on this issue.</p> <p>I do not think we need more through lanes to solve a problem that exists for maybe ten hours a week. This afternoon (a Tuesday), at about 4:50 PM, I drove from Crystal Hill, traveling east on I-40, turned right onto I-30 West, traveled through the downtown and turned right on I-630 West. I never went slower than 40 MPH, and people were passing me. It was surely the heart of rush hour, and I never encountered a problem.</p> <p>I have much more difficulty during rush hour traveling in the city, crossing the Broadway bridge, trying to travel east to west through the downtown. Except when there is a wreck, I do not have problems on the freeways downtown. I wish that AHTD had a broader concept of the "T" in their name, and wasn't so dependent on building bigger and wider highways to solve every transportation problem. What I think we need more than additional through lanes downtown (where people who live there will have to breathe more auto pollution), is more public transit, better on- and off-ramps with the freeways, improved traffic lights, smarter intersections, well-paved streets. I'd rather see this money spent on the Broadway bridge and replacing the NLR [North Little Rock] Main Street bridge over the viaduct downtown.</p> <p>To me, building more lanes primarily means that a single wreck can bottle up more traffic. Over the past 40 years I've seen that result on every one of your expansion projects.</p>	A, C, K, J, M, O

Table 7 below presents the key to the response codes presented in **Table 6**.

Table 7. Comment Response Code Key for Public Meeting #3

Response Code	General Topic Addressed	Response
A	Identification of a specific transportation need or solution to address issues of concern.	<p>Input regarding the need for improvements within the I-30 PEL study area or potential solutions to address issues of concern identified as part of the January 29, 2015 public meeting will be used in the continued development and screening of alternatives.</p> <p>The Study Team has and will continue to reach out to members of the public, stakeholders, and community leaders for input on alternatives and design considerations. For example, local representatives (agency, government, and community) appointed by the Mayors of Little Rock and North Little Rock and the Pulaski County Judge attended a visioning workshop on 11/19/14 where they provided input on access locations, ramping and weaving issues, traffic patterns, local attractions, land use plans and other design features to consider when developing and evaluating potential transportation solutions along the I-30/I-40 facility. The Study Team has and will continue to meet regularly with the city mayors, county judge, and representatives from Metroplan, all Project Partners in the PEL Study. Additionally, community meetings at local churches and with various community organizations have provided valuable input on the community vision for the I-30/I-40 facility. All of these individuals have and will continue to provide valuable planning knowledge used by the Study Team in the development of the proposed alternatives.</p> <p>At the time of Public Meeting #3, the Universe of Alternatives had been screened to a set of Preliminary Alternatives (Level 1 Screening) and the Preliminary Alternatives had been screened to a set of Reasonable Alternatives (Level 2 Screening). Although potential ROW impacts were shown for the preliminary designs of the Reasonable Alternatives at Public Meeting #3, interchange and ramp locations were yet to be determined. Moving forward, utilizing valuable input provided by the public and stakeholders, the identified Reasonable Alternatives will be developed to a greater level of detail such that ramping, interchange improvements, intersection improvements and other design refinements are incorporated into the alternative designs, where practicable. The Reasonable Alternatives will be screened to the PEL Recommendations (Level 3 Screening) for further project development. PEL Recommendations will be presented at Public Meeting #4 on April 16, 2015.</p> <p>Note that a set amount of funding is currently available for improvements along I-30/I-40 in the study area, and accordingly, PEL Recommendations could include a prioritized set of improvements along I-30/I-40 that are comparable to the set amount of available funding.</p>

Response Code	General Topic Addressed	Response
B	Concerns about potential social, economic and environmental impacts and/or request for protection of environmental resources in the study area.	Social, economic, and environmental resources (such as historic structures and districts, archeological resources, neighborhoods/residences, parks, businesses, wetlands, habitat, etc.) will be considered during the development, evaluation and screening of draft alternatives for the I-30 PEL Study in an effort to avoid and/or minimize any potential future negative impacts on these resources. Continued coordination with resource agencies will occur throughout the PEL and NEPA processes to ensure compliance and minimization of potential impacts. Once the PEL Recommendations have been developed and refined for additional study under the NEPA process, they will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential direct, indirect, and cumulative impacts on social, economic, and environmental resources, including displacement impacts, noise impacts, impacts to communities, and impacts to natural resources (wetlands, floodplains, habitat, etc.). Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) for the project.
C	Questions/concerns about east-west connectivity and aesthetic issues.	Various aspects related to aesthetics and context sensitive solutions (CSS) ¹ , such as lighting, landscaping, enhancing east-west connectivity, and the overall development of a transportation facility that complements the surrounding physical setting, will be considered as part of the PEL process. Visioning workshops have been included as part of the PEL process to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop was held on 11/19/14 and included agency, government, and community representatives as appointed by the mayors of Little Rock and North Little Rock and the Pulaski County Judge. Improved lighting and other aesthetic suggestions were provided by visioning workshop participants, such as designing an open and inviting facility, not having an iconic bridge, and having a consistent use of materials throughout the corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA phase, a second visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed pending AHTD approval.
D	Suggestion of bicycle/pedestrian improvements.	Accommodating bicycle/pedestrian facilities and improving the safety of pedestrians and bicyclists, including pathways for students walking or bicycling to school, were all issues identified by local agency, government, and community representatives at the I-30 PEL visioning workshop held on 11/19/14. As described in Response Code C , a second visioning workshop will be held during the NEPA/Schematic phase and based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed pending AHTD approval. Because bicycle and pedestrian paths are maintained by the cities, potential bicycle and pedestrian accommodations will need to be coordinated between the cities and stakeholder(s) of interest, and will be further refined during the NEPA process as applicable. Study Team planners and engineers have and will continue to work with city planners to ensure that city goals for future development are given due consideration and incorporated when practicable.

Response Code	General Topic Addressed	Response
E	Questions/concerns about signage	Improving wayfinding/signage was included in the Universe of Alternatives. This alternative would improve signage along the study area to provide the traveler better information to aid in decision making, and allow for a safer travel experience by avoiding last minute weaving to reach a desired exit. This congestion management strategy passed the Levels 1 and 2 Screening analyses and was designated a Complimentary Alternative, meaning it is an alternative that when combined with a Primary Alternative, addresses the study goals. Accordingly, it has been grouped with a Primary Alternative(s), those alternatives considered to have the potential to substantially address the study goals as stand-alone alternatives, such as main lane widening, C/D roads, and bridge replacement. Wayfinding/signage improvements will be evaluated as part of the Level 3 Screening, and analysis and results of this screening will be presented at Public Meeting #4 on April 16, 2015.
F	Suggestion and/or comments regarding an Elevated Lanes (Roadway) alternative	An elevated roadway lanes alternative was included in the Universe of Alternatives. This alternative was screened out as part of the Level 1 Screening because it was determined impractical based on the high construction cost and difficulties associated with constructability. For transportation projects, generally, an alternative is practicable if it 1) meets the Purpose and Need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts. ²
G	Suggestion or comments regarding I-30 Arkansas River Bridge alternatives	Three options were considered for the Arkansas River Bridge as part of the Universe of Alternatives: bridge rehabilitation, bridge replacement, and a bridge with elevated lanes. Elevated bridge lanes were screened out as part of the Level 1 Screening because they were determined impractical based on the high construction cost and difficulties associated with constructability. See Response Code F for the definition of practicable. Bridge rehabilitation was screened out as part of the Level 2 Screening due to navigational impediments, high project costs, and the structural condition of the bridge. Bridge replacement has been designated a Primary Alternative, (see Response Code E for description of a Primary Alternative) and will be evaluated as part of the Level 3 Screening, to be presented at Public Meeting #4 on April 16, 2015.

Response Code	General Topic Addressed	Response
H	Questions/concerns about construction impacts	<p>Although it is unknown how many lanes would remain open during construction because alternatives are still under development and evaluation, traffic flow on I-30/I-40 would be maintained during construction. For example, for the Arkansas River Bridge replacement alternative, it is possible that all six lanes could remain open while a new bridge is constructed. Bridge replacement includes the complete construction of a new I-30 Bridge, not just the span but the approaches as well. Construction of the Broadway Bridge will be completed prior to construction of the I-30 project. During and post construction, I-30 in the study area would remain accessible to truck traffic, excluding trucks carrying hazardous materials requiring permits and oversized trucks (unless their permit specifically notes I-30 as a route), which are typically routed around I-30 unless delivering in the study area.</p> <p>Although temporary congestion may occur as a result of project construction, all practicable steps would be taken to minimize the inconvenience to motorists, transit users, bicyclists and pedestrians. All practicable steps would also be taken to maintain access to residential and business areas in the project vicinity during construction. Measures to control noise and dust due to construction activities would be considered and incorporated into construction specifications.</p> <p>AHTD has a public information office that provides notifications through various communications methods, including notifying the media, utilizing social media, and contacting affected stakeholders, among other tactics. During construction, AHTD will work to notify the public in as much advance as possible and to the extent practicable, and will continually work to improve communications throughout the process.</p>
I	Suggestion and/or comments regarding construction of a new location river crossing (bypass route)	<p>A new location river crossing (bypass route) was included in the Universe of Alternatives evaluated as part of the Level 1 Screening analysis. It passed the Level 1 Screening but was screened out as part of the Level 2 analysis for the following reasons: 1) a new crossing would introduce significant new environmental and community impacts (e.g., new corridor and new river crossing); 2) it would remove a relatively small amount of traffic, approximately 3.5%, from the I-30 corridor peak demand; and 3) the high estimated cost and lack of funding source – estimated cost for a Chester Street bridge is between \$80-\$100 million, including expenses associated with ROW, roadway, intersections, and the bridge.</p>
J	Suggestion and/or comments regarding arterial improvements	<p>Arterial improvements were evaluated as part of the Universe of Alternatives. This alternative passed the Levels 1 and 2 Screening analyses and was designated a Complimentary Alternative, meaning it is an alternative that when combined with a Primary Alternative, addresses the study goals. Accordingly, it has been grouped with a Primary Alternative(s), those alternatives considered to have the potential to substantially address the study goals as stand-alone alternatives, such as main lane widening, C/D roads, and bridge replacement. Arterial improvements will be evaluated as part of the Level 3 Screening and the Level 3 Screening analysis and results will be presented at Public Meeting #4 on April 16, 2015.</p>

Response Code	General Topic Addressed	Response
K	Suggestion and/or comments regarding transit improvements	<p>Potential transit alternatives evaluated as part of the Universe of Alternatives in the Level 1 Screening included arterial bus transit, I-30 express bus transit, bus on shoulder, bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail, and high speed rail. All of the above alternatives except heavy rail and high speed rail moved forward to the Level 2 Screening analysis as Preliminary Alternatives. Heavy rail and high speed rail were screened out from further evaluation because they were determined impractical based on high construction cost and the difficulties associated with constructability. See Response Code F for the definition of practicable. Light rail and commuter rail were screened out from the Level 2 analysis. Light rail was screened out because it would remove a small percentage of I-30 demand and is not included in the Central Arkansas Transit Authority (CATA) short term plan. Moreover, although part of their long range plan, CATA has indicated that they would implement bus rapid transit before light rail along future light rail corridors. Commuter rail was screened out because it was not included in either the CATA short or long term plans and would remove only a small percentage of I-30 demand. Arterial bus transit, I-30 express bus transit, bus on shoulder, bus lanes, and arterial bus rapid transit were carried forward as part of the Level 3 analysis. The I-30 PEL Study Team will continue to work with local transit providers as the screening process moves forward to examine the existing transit needs of the I-30 PEL study area, as well as how proposed solutions may complement the existing and planned transit system. The Level 3 Screening analysis and results will be presented at Public Meeting #4 on April 16, 2015.</p>
L	Suggestion and/or comments regarding traffic projections	<p>Based on historical traffic data from 1990 to 2013, new Metroplan forecast data, and meetings with the Cities of Little Rock and North Little Rock to discuss land use growth, the traffic forecast has been adjusted from the 2003 CARTS Areawide Freeway Study forecast of 2.5% annual traffic growth for I-30 to approximately 1% annual traffic growth. Traffic growth on arterial streets that cross I-30 is less than 1% annual growth. If the forecast is not reached by the 2041 design year, it will be reached sometime thereafter providing for a more sustainable solution that solves traffic congestion.</p>
M	Suggestion and/or comments regarding motorist experienced traffic congestion	<p>Traffic can be a personal perception issue relative to your own local experiences. This study will use both national standards for interstate performance as well as more than a dozen different mobility measures of effectiveness that compare existing, future no-action, and future action conditions so AHTD, stakeholders, and the public can compare the different improvements to make an informed decision on the trade-offs of improvements.</p>

Response Code	General Topic Addressed	Response
N	Questions/concerns about ROW impacts and/or displacement of property	<p>Potential ROW impacts would be based on a widening alternative (should the results of the PEL Study recommend a widening alternative). Aerial roll plots of the three identified Reasonable Alternatives from the Level 2 Screening were presented at Public Meeting #3, showing the existing and preliminary proposed ROW for each alternative. Interchange and ramp locations had yet to be determined at Public Meeting #3. Accordingly, potential ROW impacts may vary once interchange and ramp locations are designed, which will be presented at Public Meeting #4 on April 16, 2015.</p> <p>Regarding the parking lot for the Southern Company at 13th and Cypress (1201 Cypress Street, North Little Rock, Arkansas 72114), as of the design of the Reasonable Alternatives presented at Public Meeting #3, the preliminary 10-Main Lane and 10-Lane C/D Alternatives would potentially require ROW from the parking lot of located at 1201 Cypress Street; no additional ROW would be required under the 8-Lane C/D Alternative at the same location.</p> <p>It is important to note that the proposed alternatives as designed in the PEL are preliminary and that further design refinements will occur for the PEL Recommendation(s) during the NEPA phase. Once this occurs, the NEPA alternatives will be specifically evaluated for their ability to address the needs within the study area, as well as for their potential impacts on ROW and structures. Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) to ROW and structures. Real property would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act which provides important protections and assistance for people affected by Federally funded projects. It ensures that people whose real property is acquired, or who move as a result of projects receiving Federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.</p>
O	General comment or suggestion	Comment noted.

Notes:

¹ As defined by the FHWA, CSS is a collaborative, interdisciplinary approach that involves stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, and historic and environmental resources while maintaining safety and mobility.

Source: <http://www.fhwa.dot.gov/planning/csstp/faq/>

² The evaluation of alternatives must consider a reasonable range of options that could fulfill the project sponsor's Purpose and Need. Reasonable alternatives include those that "are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (Council on Environmental Quality, 1981).

3.0 CONCLUSION AND NEXT STEPS

Feedback from Public Meeting #3 supports the need for transportation solutions in the study area in order to alleviate congestion, improve safety, improve existing roadway deficiencies (i.e., too many ramps, weaving problems, etc.), and improve access and connectivity across I-30 through Little Rock and North Little Rock. Many comments provided suggestions for ramping, weaving and other design solutions to problems experienced along the I-30/I-40 facilities. Several commenters provided questions

and/or suggestions relating to anticipated ROW impacts. Many commenters also supported the accommodation and/or improvement of other transportation modes (bicycle, pedestrian, and transit) and improved safety features (lighting and signage). Several commenters expressed their preference for a specific widening alternative, whereas others cited a preference for no main lane widening, but implementation of other types of improvements (e.g., arterial roadways and transit).

The input gathered at Public Meeting #3 will be used in the continued development and screening of alternatives. The Level 2 Screening process and results (Reasonable Alternatives) were presented at this Public Meeting. The Level 3 Screening process and results (PEL Recommendations) will be presented at the third Public Meeting scheduled for April 16, 2015.

Copies of this document, as well as future public meeting materials, will be available online at www.ConnectingArkansasProgram.com. Questions or additional comments may be directed to Info@ConnectingArkansasProgram.com.

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PLANNING AND ENVIRONMENTAL LINKAGES PUBLIC MEETING #4 SUMMARY AND ANALYSIS REPORT



CA0602

Interstate 530 – Highway 67

May 2015



Arkansas State Highway &
Transportation Department



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ATTACHMENTS

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Attachment B	Sign In Sheets
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Attachment D	Comments

1.0 INTRODUCTION

In April 2014, the Arkansas Highway State Transportation Department (AHTD) began the Interstate 30 (I-30) Planning and Environmental Linkages (PEL) Study to identify the purpose and need for improvements within the I-30 PEL study area, determine possible viable alternatives for a long-term transportation solution, and recommend alternatives that can be carried forward seamlessly into the National Environmental Policy Act (NEPA) process. As part of the I-30 PEL Study, a series of four public meetings were held to allow the public to provide feedback on transportation needs and possible solutions in the study area. This report describes the fourth and final public meeting.

2.0 PUBLIC MEETING #4

Public Meeting #4 logistics were as follows:

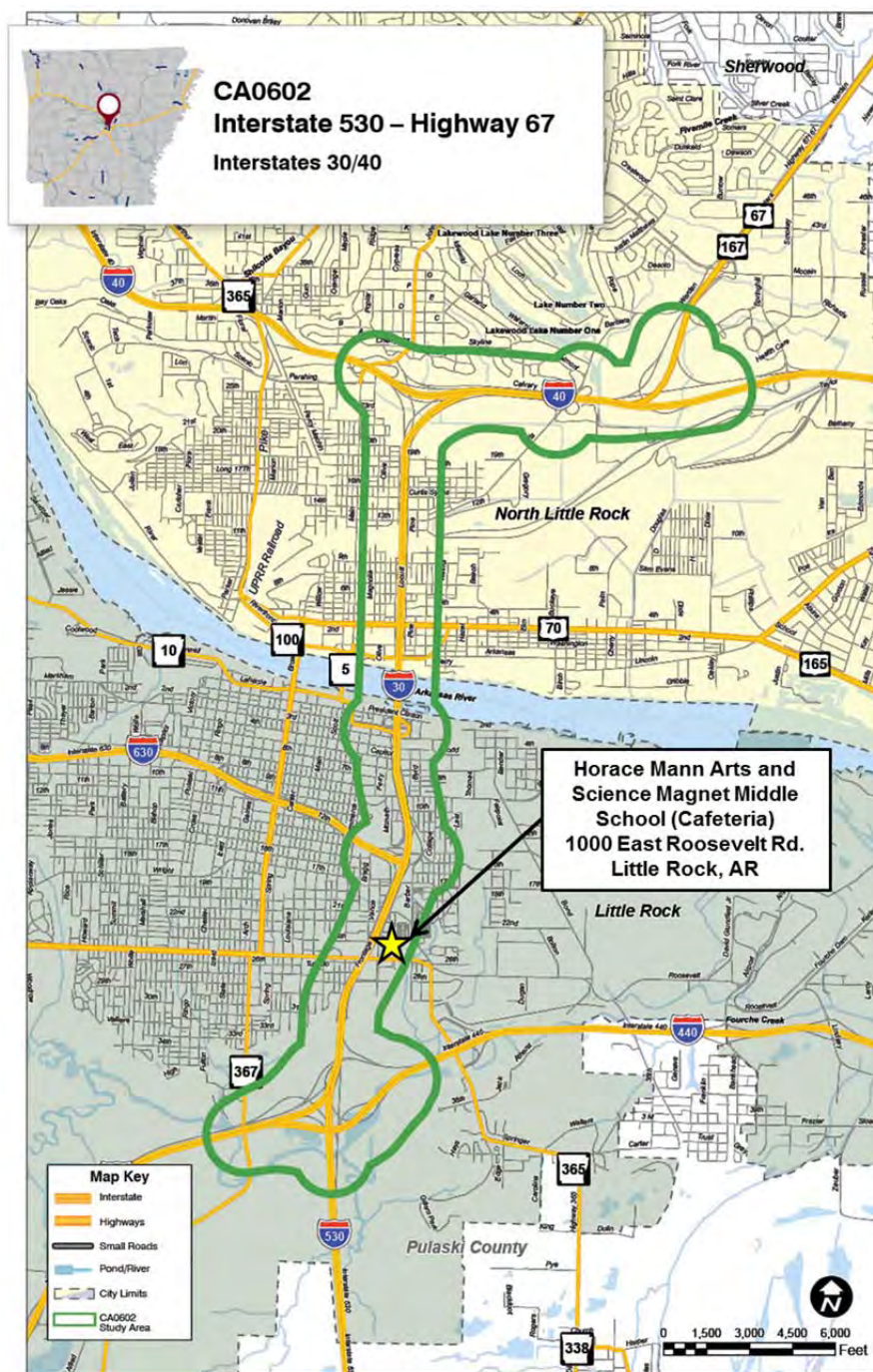
- **Location:** Horace Mann Arts and Science Magnet Middle School (Cafeteria)
1000 East Roosevelt Road,
Little Rock, Arkansas 72206
(See **Figure 1**)
- **Date:** Thursday, April 16, 2015
- **Time:** 4 p.m. – 7 p.m.
- **Format:** Open house

The sections that follow further detail Public Meeting #4 and summarizes the input received through Friday, May 1, 2015, which was the end of the public comment period.

2.1 Public Meeting Advertising and Outreach

Public Meeting #4 for the I-30 PEL Study was publicized using numerous methods of advertising and outreach, as summarized in **Table 1**.

Figure 1. I-30 PEL Public Meeting #4 Location



1

Table 1. Public Meeting #4 Advertising and Outreach

Outreach Efforts		Date(s)
Display/Newspaper Ads	Arkansas Democrat Gazette	3/24/15 & 3/25/15
	North Little Rock Times	3/26/15 & 4/9/15
	El Latino	3/26/15 & 4/9/15
	Hola Arkansas	4/10/15
Direct Mail	Flyer to adjacent property owners and property owners adjacent to interchanges	3/25/15
	Flyers to stakeholders (chambers, HOAs, etc.)	3/25/15
	Flyers to attendees of previous public or community meetings (no email address provided)	3/25/15
	Flyers to persons interested in project	3/25/15
	Letters to elected officials	3/23/15 & 4/6/15
	Letters to minority ministers and area churches	3/30/15
Email	Flyers to Technical Work Group Members	4/1/15
	Flyers to minority ministers and area churches	4/1/15
	Flyers to Elected Officials	3/24/15
	Flyers to persons requesting to be added to mail list	3/25/15
	Flyers to attendees of previous public or community meetings	
	Flyers to stakeholders (chambers, HOAs, etc.)	
	Flyers to Project Partners, Stakeholder Advisory Group and Visioning Workshop attendees	
Hand-Delivered Flyers	Attractions (e.g., River Market, Clinton Presidential Center and Park)	4/9/15
	NAACP	
	Eastgate Terrace Housing Project (office)	
	Churches	
	Gas stations along the I-30 corridor	
	Schools and Development Centers	
	Libraries and Community Centers	
	Flyers sent home with students – Horrace Mann	4/13
Public Service Announcements	Two 30-second spots on Heartbeat 106.7 FM	4/6/15 – 4/16/15
	One 60-second spot on Power 92.3 FM	
	Two 30-second spots on La Pantera 1440 AM	
Websites	ConnectingArkansasProgram.com	3/23/15
	ArkansasHighways.com	3/24/15
	Metroplan.org	3/30/15
News Release	Distributed to AHTD media list	4/15/15
Community Calendars	Little Rock Convention and Visitors Bureau	3/24/15 – 4/16/15
	North Little Rock Visitors Bureau	
	State of Arkansas	
	Americantowns.com	
	Eventful.com	
	THV11	
	FM 89.1 KUAR	
Social Media	Metroplan Twitter	3/27/15 & 4/14/15
	Metroplan Facebook	3/27/15
Stakeholder Presentation	First United Methodist Church Lunch	3/4/15
	Metroplan Board	3/25/15

In addition, directional signs were placed in various locations around the public meeting facility to help participants locate the facility and to generate additional local awareness of the event.

Copies of the display/newspaper ads, flyer, letters, press releases and online advertisements are included in **Attachment A**.

2.3 Public Meeting Attendance

A summary of the attendance at Public Meeting #4 is presented in **Table 2**.

Table 2. Public Meeting #4 Attendance

Attendees	Number
General Public	101
Agencies	16
Elected Officials	1
Media	2
Study Team Members	23
Total Attendance	143

Participants represented a wide range of interests and included members of the general public, members of community organizations, elected officials and city/county staff. Copies of the sign in sheets from both meetings are included in **Attachment B**.

2.4 Public Meeting Format and Materials

Public Meeting #4 utilized an open house format, which allowed participants to arrive, sign in, view exhibits and handouts, ask questions and provide comments between 4:00 p.m. and 7:00 p.m. The meeting layout was designed to showcase nine distinct stations. I-30 PEL Study Team members, comprised of AHTD staff and consultants, were available at every station to provide information and answer questions.

The nine stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Table 4**.

Station 1: Sign in Here - At this station, members of the public signed in, learned about the meeting format, and received introductory handout materials. Materials handed out included a public meeting program guide that described the meeting format and station set-up, an I-30 PEL fact sheet describing the PEL process, a Connecting Arkansas Program (CAP) brochure describing the CAP Program, and a comment form. A notice of non-discrimination exhibit was also posted at this station.

Station 2: I-30 PEL Study Area, Constraints Maps and Timeline - This station presented the I-30 PEL study area, constraints that have been identified to-date and PEL Study timeline. Six exhibit boards were on display: one map of the study area; three separate constraints maps covering the north section of the study area (North Little Rock), the middle section of the study area (Arkansas River and central business districts), and south section of the study area (Little Rock); a legend board explaining the symbols identified on the constraints maps; and an exhibit depicting the overall PEL study timeline and where the study is within this timeline of events.

Station 3: Level 1 Screening - This station presented four exhibit boards that illustrated the Level 1 Screening process: an exhibit board illustrating the general Alternatives Screening Methodology; an exhibit board listing the Universe of Alternatives - the initial set of possible solutions to the transportation needs identified for the I-30/I-40 facility in the study area; an exhibit board illustrating the screening of the Universe of Alternatives to a set of Preliminary Alternatives; and an exhibit board listing the results of the Level 1 Screening of the Universe of Alternatives to Preliminary Alternatives, which were carried forward to the Level 2 Screening.

Station 4: Level 2 Screening - This station presented seven exhibit boards that illustrated the Level 2 Screening process, which was broken up into two phases: Levels 2a and 2b. Attendees first viewed an exhibit board describing the Level 2 Screening methodology. Then attendees viewed three exhibit boards associated with the Level 2a Screening: one exhibit board breaking down the Level 2a screening process, one exhibit board outlining the Level 2a alternatives screened out, and one exhibit board identifying the Basic Scenarios - grouping of Primary and Complimentary Alternatives - recommended for Level 2b. Another exhibit board provided the definition and illustration of collector/distributor (C/D) roads to aid meeting attendees in understanding the difference between main lane widening and C/D roads, both identified as Primary Alternatives for further evaluation. The Level 2a Screening was followed by two exhibit boards illustrating the Level 2b Screening process: one exhibit board breaking down the Level 2b scoring process and one exhibit board identifying the scenarios for further evaluation in Level 3, also called the Reasonable Alternatives.

Station 5: Level 3 Screening - This station presented 10 exhibit boards that illustrated the Level 3 Screening process: one exhibit board breaking down the Level 3 screening methodology; one exhibit board illustrating the Level 3 screening process; one exhibit board presenting the overall Level 3 screening matrix, one exhibit board describing the use of the Vissim modeling software; two exhibit boards presenting the AM and PM peak hour speed profiles for the various scenarios including existing conditions, No Action Alternative, and the three Action Alternatives; and four exhibit boards presenting the results of the Level 3 screening with individual matrices for mobility, safety, cost, and environmental.

Station 6: PEL Recommendation(s) - This station presented four exhibit boards and one animation of the PEL Recommendation. The four boards included: one exhibit board presenting the rationale behind the top Reasonable Alternative identification (10-lane with Downtown C/D); one exhibit conceptually illustrating the I-30 PEL Recommendation; one exhibit board that provided an overview of the PEL Recommendation which included the various components of the alternative; and one exhibit board depicting the upcoming NEPA timeline which would conclude with the award of the design-build contract for the project. In addition to the exhibit boards, Station 6 also presented on-going animation of the PEL Recommendation which simulated traffic conditions for the AM peak period in year 2041.

Station 7: 10-Lane with Downtown C/D – This station presented roll plots of the I-30 PEL Recommendation. The roll plots included existing and potential proposed right-of-way (ROW), as of date. Study Team members were available to answer questions.

Station 8: I-30 PEL Documents - This station provided copies of the I-30 PEL Framework and Methodology, Public Involvement and Agency Coordination Plan (PIACP), Purpose and Need Report, Constraints Report, Universe of Alternatives, Alternatives Screening Methodology and Level 1 and Level 2 Screening Methodology and Results Memorandum documents. Although hard copies of these documents were provided for review at the public meeting, attendees were reminded that all displayed materials were also available on the project website.

Station 9: Comment Tables and How to Get Involved - This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venue. This station also presented an exhibit detailing the various methods members of the public could obtain more information or provide comments on the I-30 PEL Study. At the end of the meeting, the Study Team collected all written comments from the comment boxes.

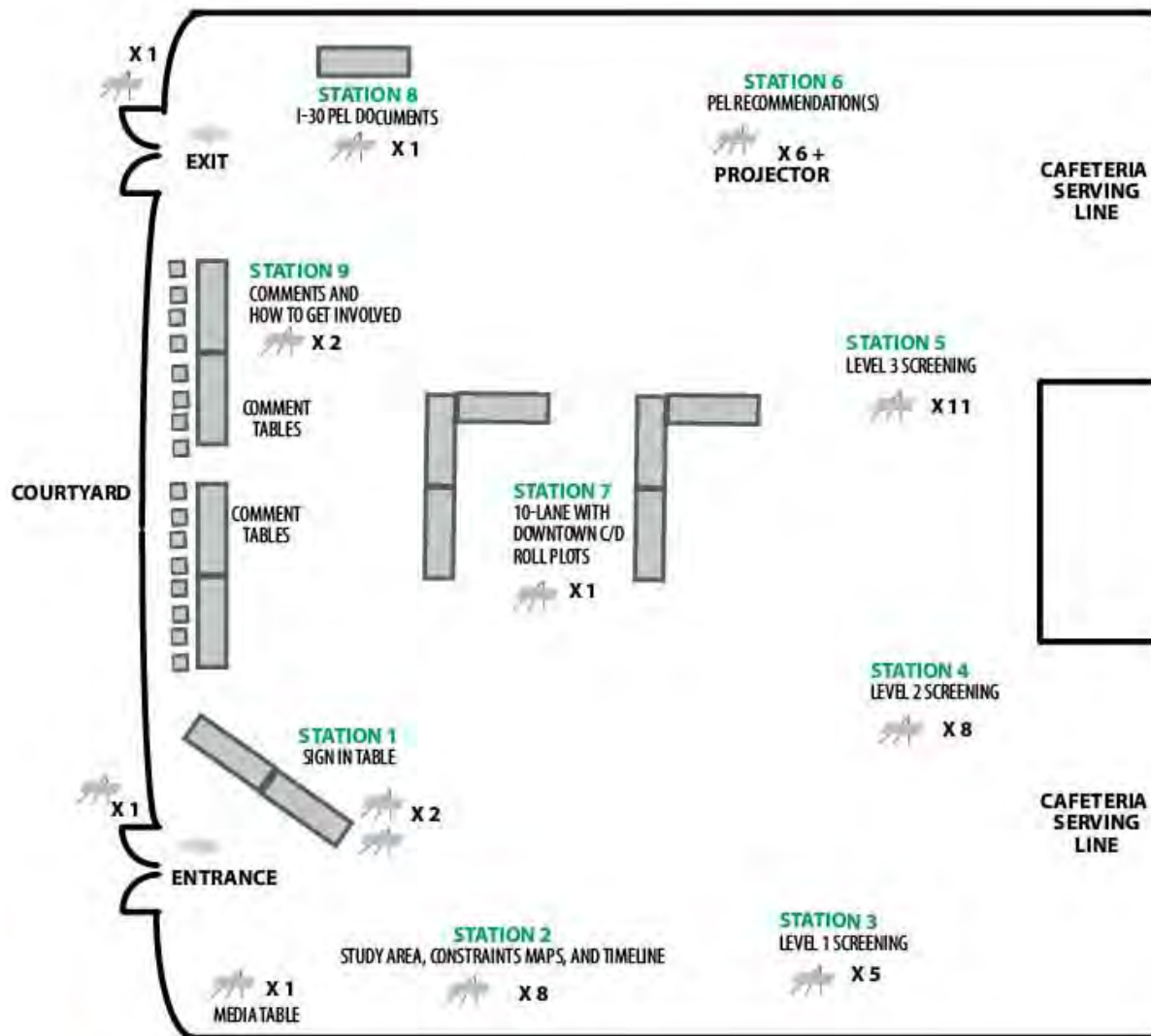
The materials described at each of the nine stations above are summarized in **Table 3**. Copies of the materials, as well as photos from the meetings, are included in **Attachment C**. **Figure 2** presents the general layout for Public Meeting #4.

Table 3. Public Meeting #4 Materials

Station	Type	Title
Station 1: Sign In Here	Handout	Public Meeting Program Guide
	Handout	I-30 PEL Fact Sheet with Study Area Map
	Handout	CAP Brochure
	Handout	Comment Form
	Exhibit	Notice of Non Discrimination
Station 2: I-30 PEL Study Area, Constraints Maps, and Timeline	Exhibit	Study Area Map
	Exhibit	North Section Constraints Map
	Exhibit	Central Section Constraints Map
	Exhibit	South Section Constraints Map
	Exhibit	Constraints Map Legend
	Exhibit	PEL Study Timeline
Station 3: Level 1 Screening	Exhibit	Alternative Screening Process (Overview)
	Exhibit	Universe of Alternatives
	Exhibit	Alternative Screening Process (Level 1)
	Exhibit	Scenarios for Further Evaluation (Moving on to Level 2)
Station 4: Level 2 Screening	Exhibit	Level 2 Screening Methodology
	Exhibit	Level 2a Screening
	Exhibit	Level 2a Alternatives Screened Out
	Exhibit	Basic Scenarios Recommended for Level 2b
	Exhibit	Collector/Distributor
	Exhibit	Level 2b Screening
	Exhibit	Scenarios for Further Evaluation (Moving on to Level 3)

Station	Type	Title
Station 5: Level 3 Screening	Exhibit	Level 3 Screening Methodology
	Exhibit	Level 3 Screening Process
	Exhibit	Level 3 Screening Matrix
	Exhibit	Vissim Modeling
	Exhibit	Speed Profiles (Existing and No Action)
	Exhibit	Speed Profiles (Reasonable Alternatives)
	Exhibit	Screening Measures and Results - Mobility
	Exhibit	Screening Measures and Results - Safety
	Exhibit	Screening Measures and Results - Cost
	Exhibit	Screening Measures and Results - Environmental
Station 6: PEL Recommendation(s)	Exhibit	Top Reasonable Alternative
	Exhibit	I-30 PEL Recommendation (10-Lane with Downtown C/D)
	Exhibit	PEL Recommendation Overview
	Animation	10-Lane with Downtown C/D Animation using Future Year 2041 AM Peak Hour Traffic Volumes
	Exhibit	I-30 NEPA Timeline
Station 7: 10-Lane with Downtown C/D Roll Plots	Aerial Roll Plot	10-Lane with Downtown C/D Roll Plots
Station 8: I-30 PEL Documents	Report	I-30 PEL Framework and Methodology
	Report	Public Involvement and Agency Coordination Plan
	Report	Constraints Technical Report
	Report	Universe of Alternatives
	Report	Alternatives Screening Methodology
	Report	Level 1 Screening Methodology and Results Memorandum
	Report	Level 2 Screening Methodology and Results Memorandum
Station 9: Comments and How to Get Involved	Handout	Comment Form
	Exhibit	How to Get Involved

Figure 2. Room Layout for Public Meeting #4



2.5 Public Meeting Comments

The public comment period opened on April 16, 2015 and ended May 1, 2015. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written comment in the public meeting comment box at Station 9;
- Calling the Connecting Arkansas Program at 501-225-1519;
- Mailing a written comment to Connecting Arkansas Program, RE: 1-30 PEL Study, 4701 Northshore Dr., North Little Rock, AR 72118; or
- Emailing a comment to Info@ConnectingArkansasProgram.com.

Table 4 shows the number of comment submissions by method in which they were submitted.

Table 4. Number of Comments Received

Submission Method ¹	Number of Comments
Comment Form	15
Email	15
Phone Calls	5
Total Comments Received	35

Note: ¹ See Table 5 for detailed comments.

Many of the comments submitted identified specific transportation problems and/or solutions to address issues of concern. Many commenters inquired about changes in access and if their properties would be impacted by proposed ROW acquisition. Some commenters expressed favoritism for the accommodation of other modes in the PEL Recommendation's design, while others specifically requested no widening and/or the implementation of only transit solutions. The protection of historic structures and districts from project impacts was also a prevalent comment received; and several requests for additional information related to potential displacements and billboard impacts were also submitted.

Table 5 provides a listing of all comments received. Also included are the corresponding response codes for each comment. The response code key is presented in **Table 6**. Comments are listed verbatim unless otherwise notated and copies of all comments received are included in **Attachment D**.

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Table 5. Comments Received and Response Codes

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Frasier, Coreen	4/16/15	Comment Form	1	<ol style="list-style-type: none"> 1. As a car driver and bicycle commuter in Little Rock, I appreciate all efforts that have been made in the past and future to accommodate all modes of transportation. I look at all new plans in our area as opportunities to make Little Rock a viable and livable place to live, and work. I hope that all efforts will be made to make connections to all walk/bike routes. Though the highways in the past have been built for cars - It is time to build roads, bridges, and highways for people. I hope you will consider this in your future plans in Arkansas. 2. Roads are sometimes built to get cars out of town and into town quickly, hence car drivers who are not tax payers in our community are moving to surrounding towns. Let's build roads for the people that live here and the tax payers here, instead of building roads to get out of, and into town quickly. 	D, R
Wells, Kathy	4/16/15	Comment Form	2	<ol style="list-style-type: none"> 1. Do replace bridge. 2. Do get all funding before any construction. 3. Do not link to added lanes of I630 - Leave this alone. 4. Do not add lanes-costs outweigh benefits! Would promote transit. 5. Do not overshadow buildings at Cantrell exit - Keep to same size/footprint as today. 6. Do not slice off MacArthur Park. 7. Only add I630 lanes if you roof over I630-Commerce to Broadway-see plan of George Wittenberg 	A, B, E, F, G, J, L, P-1
Rush, Shari	4/16/15	Comment Form	3	<ol style="list-style-type: none"> 1. My concerns are the noise and getting out of my driveway onto Frontage Rd. My house is on the service rd. off of Roosevelt and 30N, I already have a hard time hearing inside my house, and in the mornings it is sometimes difficult getting out of my driveway. 2. The comment that I have is, change is good, but is this going to be a nightmare for me since I live right at the on-ramp, with getting in and out of my driveway. And how do you plan to handle the noise. The noise is always there no matter the hour and it is a little nerve-racking how will it be when the expanding starts. 	B, H, N-1
Anders, Mike	4/16/15	Comment Form	4	We have property at E Broadway & Locust NLR- site of Valero Gas station- It is very important to us to maintain access to Locust St as an exit from the station with access to the on-ramp for I-30 headed North & East.	N-2
Plant, Marilyn	4/16/15	Comment Form	5	I think the 10 lane scenario is the solution I approve of the schematics so far.	R

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Minyard, Brian	4/16/15	Comment Form	6	1. I think 10 lanes are too much. 8 would be sufficient you cannot build your way out of congestion. 2. Still need to rename 440 to 30 and the north leg of 30 to 530.	J, R
Roberts, Ray	4/16/15	Comment Form	7	McCain Blvd to I440. (Drawing on comment form)	Q-1
Molden, Don	4/16/15	Comment Form	8	Great lay out, all my questions were answered.	R
Anders, Patrick	4/16/15	Comment Form	9	1. Big concern about new R.O.W. on BDW'Y and Locust N.E. corner. AR. already took land when BDW'Y project done several years ago. 2. Also concern about access onto Locust with new on ramp re location.	N-2, O-1
Turner, Mary	4/16/15	Comment Form	10	My only concern is the noise, we here the Freeway pretty well now, just can't imagine any more noise.	B, H
Morgan, Alex	4/16/15	Comment Form	11	The diverging diamond at Cantrell should be elevated fully instead of a signal.	P-2
Chambers, Don	4/16/15	Comment Form	12	Full access at N Hills Blvd. I 40 EB I40 WB exit	N-3
Plant, Robert (Sr.)	4/16/15	Comment Form	13	Concerning all future meetings. Please make it easier for the handicap to enter your assembly.	M
Martin, Eddie	4/16/15	Comment Form	14	1. Object to remove of 6 th & 9th Street exit westbound. 2. Object to taking on North side of E. Broadway in NLR. 3. Need access to new entrance ramp on E. Broadway, NLR.	N-4, O-1, Q-2
Chapman, Dan	4/17/15	Email	15	Can you provide me a list of the 19 structures, five homes, seven commercial properties	K
Sanders, Shela	4/18/15	Email	16	Please make no widening of I-630 that would encroach on the Historic McArthur or Historic Governor's mansion districts.	B, G
Walker, Robert	4/18/15	Email	17	I DO NOT want any widening of I-630	G

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Tatum, Kay	4/19/15	Email	18	<p>As a resident of downtown Little Rock's MacArthur Park Historic District, I am very opposed to the widening of I-630. Residents choose where they live (Benton, Cabot, Conway, etc). Considerations should be made by these individuals with regard to the commute to their place of employment prior to selecting to live in these areas. Downtown should not suffer the consequences and be punished because these individuals desire to live outside of the City. Make it a toll-way, and that would certainly decrease use of I-630 while generating revenue. Promote mass transit.</p> <p>I understand that funding is not even in place at this time to proceed. Please do not consider until funding is in place.</p> <p>Above all, consider the historic homes and the historic buildings, as well as new construction, to include the high-rise condominiums downtown when proposing changes. Historic Arkansas Museum and the Main Library, as well as historic buildings in the River Market would certainly suffer the consequences of an elevated interstate. The new high-rise condominiums would severely suffer from an elevated interstate. Residents invested because of the VIEW and now you consider changing that? Do NOT make their investments worthless! I am very opposed to this idea.</p>	A, B, E, F, G, H, R
Fleming, Robert	4/20/15	Email	19	<p>I am writing to voice my objection to widening the I-30 corridor through downtown Little Rock. I not only live in this area, but I own several residential rental properties that would be negatively impacted. The congestion that is being addressed by this widening only happens for a relatively minute length of time each day. The majority of the day the traffic flow is more than adequate. To consume such a large mass of valuable, historic land to accommodate such a small amount of time does not make since. I urge those in the decision making process to consider NOT widening I-30. And, to consider alternatives for traffic and the transportation of people -rail, carpooling, etc...</p>	A, E, I, L, R
Gibbens, Tom	4/20/15	Phone	20	<p>Contacted Perry Johnston with the Arkansas State Highway and Transportation Department. Mr. Tom Gibbens, Arkansas General Manager for Lamar Outdoor Advertising, read an article stating that 6 billboards owned by Lamar would be affected by the proposed reconstruction of the I-30 bridge. Mr. Gibbens has asked for more detailed information concerning which billboards may be involved.</p>	K

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Oman, Noel	4/20/15	Phone	21	Contacted Danny Straessle with the Arkansas State Highway and Transportation Department. The environmental screening for the Top Reasonable Alternative showed that a total of 19 displacements would result if, of course, it the project was built without any changes in the NEPA or design-build process. They included five residential, seven commercial and seven billboards. May I have a list and location of those properties?	K
Roble, Robert	4/20/15	Email	22	Would it be possible to get a copy of any information which was presented at the I30 public meeting last week? We were unable to attend.	K
Collins, Will	4/21/15	Email	23	Can you please let me know if any of my company's properties will be affected by the planned expansion of I-30/I-40. Our property is highlighted in red. I believe the large parcel near the bottom left of the images will not be affected, but I am not sure about the other three north of the highway. We have a billboard that I hope is not affected (see third image). Pictures included in email	O-2
Jones, Beverly	4/21/15	Email	24	A city can take decades to rebuild a decimated neighborhood. Just like a sound family structure leads to a sound citizenry, sound policies considering long term effects on the community lead to a prosperous and happy community. Do not throw good money after bad. Listen to the cries of those directly affected! I know these things from living the history of the downtown, Quapaw, Mansion and Midtown areas. When money is at issue, policymakers must still ultimately make judgments that best fit into the fabric of Our Town.	B, R
McRae, Ken	4/21/15	Phone	25	Contacted Chuck Martin with the Arkansas State Highway and Transportation Department. He requested information regarding the impacts due to the concept shown at a public meeting. I believe this is the Design-Build project. Can one of you provide that information or contact him. He gave the location of his property and email address on attached note.	K
Price, Joseph	4/21/15	Email	26	This is Joseph Price for Sync Weekly. We saw that someone has made a pitch for a 10 lane interstate in downtown Little Rock. We were interested in knowing what that could mean for Little Rock itself as far as business goes. If it would have an effect or if it would be business as usual. We were particularly interested in knowing if current conditions throw many people off the idea of coming downtown and if speedier traffic would curb that reluctance.	A, B, K
Burney, Belinda	4/22/15	Email	27	Curtis Sykes exit North should be moved back SOUTH, not North.	N-5

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Fries, Andy	4/22/15	Email	28	I wanted to let you know that I tried to download the first handout and the file is either really large, or something might be wrong with the link. It wants to open it, but it just sits at a blank screen. Problem might be on my end. All the other links worked fine. Great public meeting last Thursday. Very well laid out. Hope you guys are getting a lot of good feedback.	K, R
Finn, Lawrence	4/23/15	Email	29	The proposed 10 lane solution does not seem to show any consideration for public transportation. I can see little or no dedicated ROW for alternate transit. The solution as presented primarily facilitates single occupant automobiles and commerce. Typically, urban areas will expand Highways only to encourage more single occupant automobiles ultimately confronting the same problems years from now. The problem is not being solved it is only being perpetuated. It would be interesting to see how the model would look considering economic and population growth over the next 20 years. Unfortunately AHTD is not asking the right questions and therefore will not deliver long term solutions. Arkansas will continue to make the same mistakes as other congested sister cities.	E, R
Unknown	4/23/15	Mailed in Comment Form	30	<ol style="list-style-type: none"> 1. Being at the public meeting and studying the proposed 10-lane with (2) cd's along partial I-30 corridor further convinces me that Central Arkansas needs to invest in restructuring the public transit system so that there are other choices other than relying on the automobile. This proposed plan is projected to 2040 and costs more of the \$450 million budget, which is a lot of money a lot of space. I think the reasoning behind going to the 10-lane with 2 CD's needs to be further evaluated-is it really worth an extra \$25 million- based on wait time in traffic and safety? I looked at the numbers and it wasn't that much different. 2. Also; want to stress the east / west connections and really thinking about how these can be further enhanced other than widening, lighting. They need to be places where people/community connect. Willing to not have 10-lane with 2 CD's if lanes turn for good urban fabric at these east/west connections. 3. Question the ability for AHTD to maintain the expanse of the highway-how do they foresee the years in maintaining? 4. I'd rather invest in better public transit system, have 8 lane with 2 CD's and further enhance east/west connections than have all the safety and waiting issues projected for 2040. 5. Need to really think about the value of adding \$25 million to 10-lane (2) cd- not worth it. 	C, E, F, J

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Walker, Robert	4/23/15	Email	31	You are just going to run over us, our neighborhood, again, with a noisy, disruptive, crime causing, neighborhood decaying, freeway again, right? I 630 pervades my neighborhood with noise. The 630 exit onto Woodrow makes a wall of steel splitting my neighborhood. It is the only exit from 630 leading into a narrow two lane residential street. 630 was built before FEMA flood plain regulations. Floods happen in my neighborhood. Houses flood. Neighbors nearly drown. This is due to 630 grading. Any construction along the I30 - 630 route will increase noise and pollution along my stretch without any mitigation until actual widening at the stretch along my neighborhood, the part which was constructed first. Who are the Federal officials to contact about these projects?	B, G, H, K
Long, Dennis	4/28/15	Phone	32	Has property at 9th street and I-30. Wants to know if there is anything on the internet showing what AHTD will do regarding the I-30 job and impacted property.	K, O-3
Holland, Steve	4/29/15	Email	33	I saw an article in the newspaper yesterday showing some of the potential displacement locations in NLR. One is a billboard that is on our property. The other was listed as "400 E 13th St" which is the corner we set on. I know everything is preliminary and subject to change. But we would like to know how close the widening will be to our front door. I-30 is directly in front of our office. In fact we use part of the ROW for employee parking. We would like to know if there is the potential that this project would decimate our business by taking away our access for freight trucks, customers, etc. I went to some of the public input meetings that were held. I did not see anything like what is described in the newspaper. Any information that we could get concerning the potential impact on the area around 13th & N Cypress would be greatly appreciated.	O-4
Maher, Boyd	5/1/15	Email	34	<i>(Note – See Attachment D, Comment 34 for copy of Resolution).</i> The Capitol Zoning District Commission passed the attached resolution last year regarding the potential widening of Interstates 30 and 630 through downtown Little Rock. Our agency has already submitted this resolution to AHTD, but wished to resubmit since the public comment period on the PEL study is closing. We hope this material is helpful in your review.	R

Name (Last/First) or Organization	Date	Submission Method	Comment Number	Comment(s)	Response Code(s)
Gentry, Courtney	5/5/15	Mailed in Comment Form	35	<p><i>(Note - Summarized due to length of comment. See Attachment D, Comment 35 for verbatim comment).</i></p> <ul style="list-style-type: none"> Concerned that Little Rock's downtown area is beginning a renaissance/revitalization, and this project will create a chokehold for the area. Concerned about construction impacts. Believes that driver behavior is to blame for any traffic issues, and that adding more lanes will only allow more room for these bad drivers to cause chaos. Prefers implementing other means to alleviate congestion – such as methods for changing driver behavior. States that the only time I-630 and I-30 are congested are during peak commuter traffic times. Questions if funding is available. 	A, B, F, H, L, R

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Table 6 below presents the key to the response codes presented in **Table 5**.

Table 6. Comment Response Code Key for Public Meeting #4

Response Code	General Topic Addressed	Response
A	PEL Recommendation	<p>The 10-lane Downtown C/D Alternative was identified as the PEL Recommendation to be carried forward to NEPA. Features of the PEL Recommendation include:</p> <ul style="list-style-type: none"> • 3 main lanes and 2 C/D lanes in each direction; outside the C/D lanes, facility is 5 main lanes in each direction; • C/D lanes extending from about Broadway St. to the Cantrell Road interchange; • Replacement of the Arkansas River Bridge • Interchange and intersection improvements, ramp modifications, bottleneck removal, auxiliary lanes, shoulder and frontage road improvements, main lane pavement rehabilitation and horizontal/vertical curve improvements. • Congestion management and other mode alternatives incorporated into design including ramp metering, transportation system management (TSM), wayfinding/signage improvements, bus on shoulder and bicycle/pedestrian access accommodations. • Slower speeds traveled on the C/D lanes anticipated to result in less severe crashes than higher speed main lanes. • C/D lanes would create a new local connection between Little Rock and North Little Rock across the Arkansas River Bridge, allowing motorists to travel between the downtown areas without entering the main lanes of the interstate. Serving as an additional crossing of the Arkansas River that is separate from main lane traffic, the C/D lanes would provide more convenient access to and between the downtown economic districts and support improved connectivity and cohesion of these financially viable commercial and tourist areas. • Approximately 9 acres of new ROW would be required, thus, the majority of the PEL Recommendation would be constructed within existing ROW.

Response Code	General Topic Addressed	Response
B	Concerns about potential social, economic and environmental impacts and/or request for protection of environmental resources in the study area.	<p>Social, economic, and environmental resources were considered during the development, evaluation and screening of alternatives for the I-30 PEL Study in an effort to avoid and/or minimize any potential future negative impacts on these resources. Once the PEL Recommendation design has been further refined during NEPA, this refined design will be specifically evaluated for its potential direct, indirect and cumulative impacts on the study area resources.</p> <p>In relation to potential noise impacts and mitigation, a noise study would be performed as part of the NEPA analysis to determine the degree of noise impacts (if any) and potential mitigation options, if mitigation is determined feasible and reasonable. Construction of noise walls is subject to approval by the affected residents, who will be given the opportunity to vote on their preference.</p> <p>In relation to MacArthur Park, MacArthur Park Historic District and the Governor's Mansion Historic District, impacts to these resources are not anticipated to result from the PEL Recommendation.</p> <p>In relation to potential visual impacts, the majority of the improvements would be at an elevation similar to existing I-30/I-40. In the vicinity of the I-30/Hwy. 10 interchange, in the southbound direction, the PEL Recommendation would have one ramp (the new exit to 6th and 9th Street) that would be approximately 20 feet higher than the existing interstate. A more detailed analysis of potential visual impacts would occur during the NEPA phase of project development. Aesthetic priorities of the community as identified by stakeholders in Visioning Workshops would be incorporated to the extent practicable in the design of the new infrastructure.</p> <p>In relation to community impacts, the PEL Recommendation would not impact any public facilities (churches, schools, etc.) that tend to create unity and facilitate community gatherings. Furthermore, bridges along the I-30/I-40 facility would be widened/lengthened when practicable, thereby opening up east-west connectivity and better facilitating the interaction of areas previously divided by the existing facility.</p> <p>Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the identified NEPA preferred alternative. Continued coordination with resource agencies would occur throughout the NEPA processes to ensure compliance and minimization of potential impacts.</p>

Response Code	General Topic Addressed	Response
C	Questions/concerns about east-west connectivity and aesthetic issues.	Various aspects related to aesthetics and context sensitive solutions (CSS), such as lighting, landscaping, enhancing east-west connectivity and the overall development of a transportation facility that complements the surrounding physical setting, were considered as part of the PEL process. Visioning workshops have been included as part of both the PEL and early stages of NEPA as to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop was held on 11/19/14 and included agency, government, and community representatives as appointed by the mayors of Little Rock and North Little Rock and the Pulaski County Judge. Improved lighting and other aesthetic suggestions were provided by visioning workshop participants, such as designing an open and inviting facility, not having an iconic bridge and having a consistent use of materials throughout the corridor. From this visioning workshop, possible solutions that preserve and enhance aesthetic, historic and community resources were identified. During the NEPA phase, a second visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines would be developed following this second visioning workshop and included in the design-build-to-a-budget request for proposals, pending AHTD approval.
D	Suggestion of bicycle/pedestrian improvements.	Accommodating bicycle/pedestrian facilities and improving the safety of pedestrians and bicyclists, including pathways for students walking or bicycling to school, were all issues identified by local agency, government, and community representatives at the I-30 PEL visioning workshop held on 11/19/14. As described in Response Code C , a second visioning workshop will be held during the NEPA/Schematic phase and based on stakeholder feedback and available funding, CSS/aesthetic guidelines would be developed and included in the design-build-to-a-budget request for proposals, pending AHTD approval. Because bicycle and pedestrian paths are maintained by the cities, potential bicycle and pedestrian accommodations will need to be coordinated between the cities and stakeholder(s) of interest, and will be further refined during the NEPA process as applicable. Study Team planners and engineers have and will continue to work with city planners to ensure that city goals for future development are given due consideration and incorporated when practicable.

Response Code	General Topic Addressed	Response
E	Suggestion and/or comments regarding transit improvements	<p>Potential transit alternatives evaluated as part of the Universe of Alternatives in the Level 1 Screening included arterial bus transit, I-30 express bus transit, bus on shoulder, bus lanes, arterial bus rapid transit, light rail, heavy rail, commuter rail and high speed rail. All of the above alternatives except heavy rail and high speed rail moved forward to the Level 2 Screening analysis as Preliminary Alternatives. Heavy rail and high speed rail were screened out from further evaluation because they were determined impractical¹ based on high construction cost and the difficulties associated with constructability.</p> <p>Light rail and commuter rail were screened out from the Level 2 analysis. Light rail was screened out because it would remove a small percentage of I-30 demand and is not included in the Central Arkansas Transit Authority (CATA) short term plan. Moreover, although part of their long range plan, CATA has indicated that they would implement bus rapid transit before light rail along future light rail corridors. Commuter rail was screened out because it was not included in either the CATA short or long term plans and would remove only a small percentage of I-30 demand.</p> <p>Arterial bus transit, I-30 express bus transit, bus on shoulder, arterial bus lanes and arterial bus rapid transit were carried forward as part of the Level 3 analysis and included in the PEL Recommendation as either “other modes incorporated into the PEL Recommendation design” (includes bus on shoulder and bicycle pedestrian access) or “other modes that are potential future opportunities” (includes arterial bus transit, I-30 express bus transit, arterial bus rapid transit and arterial bus lanes).</p> <p>The Level 2 analysis did include an evaluation of transit in relation to improvements on I-30. Historical growth rates and the CARTS travel demand model were used to estimate 2040 traffic volumes in the study area. Analysis was performed to quantify the volume of traffic that could be attracted to or diverted away from I-30 as a result of changes in facility capacity and transit improvements in the study area. These volumes were then added to or subtracted from the projected 2040 volumes to produce modified I-30 traffic demand. The resulting volumes were then used as the basis for a high-level traffic analysis of the alternatives.</p> <p>A transit oriented alternative was evaluated in Level 2. The 6 Main Lane Alternative included replacement of the I-30 Arkansas River Bridge and congestion management, other mode and non-recurring management strategies that passed Level 1, but no main-lane widening. This alternative was screened out during Level 2 because it failed to substantially improve mobility and safety in the study area, suggesting that transit improvements alone would not meet the purpose and need or study goals of the project.</p> <p>The NEPA Study Team will continue to work with local transit providers as the PEL Recommendation is carried forward through NEPA to evaluate how the NEPA preferred alternative may complement the existing and planned transit system.</p>

Response Code	General Topic Addressed	Response
F	Questions/concerns regarding project cost/funding	<p>It is unlikely that the entire set of solutions recommended in the PEL will be funded as one project. A key activity within the NEPA process is to further evaluate the PEL Recommendation, identify segments of independent utility and develop an implementation schedule for those improvements based on priorities tied to purpose and need and project goals. As the design schematics of the NEPA preferred alternative are advanced, and cost estimates become more refined, the NEPA project team will identify the set of “most likely improvements”, which will form the basis for the first construction phase. To maximize the amount of construction delivered, the project will be delivered using the Fixed Price – Best Design methodology as outlined in the <i>AHTD Design-Build Guidelines and Procedures</i>. AHTD will establish the baseline project scope and the not-to-exceed baseline project budget, consistent with the most likely set of improvements identified in NEPA. Operational modeling of the preferred alternative during the NEPA phase would provide relevant information needed in the determination of the priority of improvements for inclusion into the Fixed Price – Best Design project. Logical termini and sections of independent utility would be coordinated and approved by the lead agencies; and based on this modeling and coordination, a project phasing plan of the NEPA preferred alternative would be prepared and included in the NEPA documentation.</p> <p>In relation to maintenance costs, even with the implementation of all the solutions recommended by the PEL Study, the improvements on the I-30 corridor would only add between 25 and 30 lane miles to the 30,000+ lane miles currently maintained by AHTD. AHTD would utilize available funds to maintain the transportation system, as needed and as practicable.</p>
G	Questions/concerns regarding I-630	<p>The PEL Recommendation (see Response A) includes improvements to I-30 and I-40; it does <i>not</i> include improvements to I-630.</p> <p>Traffic modeling determined that additional capacity improvements on I-630 from Louisiana Street west beyond the PEL study limits (“outside area”) are needed in the future year (2041) to avoid backups from congestion outside the study limits impacting traffic and safety inside the study limits on I-30.</p> <p>AHTD has acknowledged this outside area warrants additional study and plans exist to evaluate and potentially improve, as determined necessary, this outside area. Any future improvements to I-630 are outside the scope of the I-30 PEL and NEPA phases of project development. Moreover, should I-630 be studied by AHTD and FHWA in the future, potential environmental impacts resulting from capacity improvements would be evaluated as part of an I-630 planning and NEPA analyses.</p>

Response Code	General Topic Addressed	Response
H	Questions/concerns about construction impacts	<p>Although temporary congestion may occur as a result of project construction, all practicable steps would be taken to minimize the inconvenience to motorists, transit users, bicyclists and pedestrians. All practicable steps would also be taken to maintain access to residential and business areas in the project vicinity during construction. Measures to control dust due to construction activities would be considered and incorporated into construction specifications.</p> <p>Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Noise receivers are not expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.</p> <p>AHTD has a public information office that provides notifications through various communications methods, including notifying the media, utilizing social media and contacting affected stakeholders, among other tactics. During construction, AHTD will work to notify the public in as much advance as possible and to the extent practicable, and will continually work to improve communications throughout the process.</p>

Response Code	General Topic Addressed	Response
I	Questions/concerns about adding lanes	<p>A No-Action Alternative and 6 Main Lane Alternative were evaluated as part of the PEL Study in an effort to achieve the study goals without adding lanes to the existing roadway. As discussed below, neither alternative was determined to meet the purpose and need and study goals of the project.</p> <p>No Action Alternative: Although the No Action has no environmental impacts and zero cost, the I-30/I-40 facility already exhibits severe Level of Service (LOS) F congestion (worst level of congestion) over a long duration in several areas. By 2041, the section of I-30 north of the Arkansas River would operate at LOS F congestion almost continuously throughout the AM peak period. Peak hour travel speeds would be near 20 mph, and the poor crash rates along the route would continue to worsen. The No Action Alternative will be advanced for further evaluation as required by NEPA. No Action travel speeds (speed profiles)² for AM and PM peak periods in 2041 are shown throughout the length of the study area in Figure 3 (below this table), demonstrating severe levels of congestion generally along the entirety of the I-30/I-40 facility.</p> <p>6-Main Lanes (3 main lanes in each direction) – This alternative included replacement of the I-30 Arkansas River Bridge and congestion management, other mode and non-recurring management strategies that passed Level 1, but no main-lane widening. This alternative was screened out during Level 2 because it failed to substantially improve mobility and safety in the study area, and as traffic volumes continue to increase, the conditions would grow progressively worse over the next 20 years. Accordingly, it did not meet the purpose and need, or the study goals of the project, and was not advanced to Level 3.</p>

Response Code	General Topic Addressed	Response
J	Questions/concerns about a 10-lane alternative (8-lanes are sufficient)	<p>Two 8-lane Alternatives were evaluated: 8 Main Lane and 8-lane C/D Alternatives.</p> <p>8-Main Lanes (4 main lanes in each direction) – This alternative was screened out in Level 2 because it incurred costs and environmental impacts while not adequately addressing mobility and safety in the study area. High-level traffic modeling (Highway Capacity Manual) demonstrated a failure to meet AHTD operational standards at specified locations. Moreover, this high level analysis did not factor in the effects of merging and diverging traffic prevalent throughout the corridor, resulting in an analysis that likely overstates the actual performance of the 8-Lane Scenario. Accordingly, this alternative did not meet the purpose and need or the study goals of the project and was not advanced to Level 3.</p> <p>8-lane C/D (3 main lanes and 1 C/D lane in each direction) – This alternative was screened out in Level 3. Micro-simulation traffic modeling showed this alternative performing poorly in the mobility measures. By 2041, several locations would experience peak hour travel speeds below 25 mph and the southbound direction would experience LOS F congestion (worst level of congestion) for nearly the entire AM peak period. The afternoon peak period also has several locations with LOS F congestion lasting more than an hour. Accordingly, this alternative did not meet the purpose and need or the study goals of the project and was not advanced to NEPA as a PEL Recommendation. 8-lane C/D travel speeds (speed profiles)² for AM and PM peak periods in 2041 are shown throughout the length of the study area in Figure 4 below this table, demonstrating severe levels of congestion on portions of I-30/I-40.</p> <p>Regarding the comparative costs between the 10-lane C/D and the 8-lane C/D Alternatives: The additional cost of the 10-lane C/D Alternative is approximately \$135 Million higher than the cost for the 8-lane C/D Alternative. The additional investment is needed because the 8-lane C/D Alternative failed to adequately address the mobility issues along I-30 (Figure 4). Also see Response L.</p>
K	Request for additional contact/information	<p>Commenter has been or will be contacted by a Study Team member and provided the requested information.</p> <p>FHWA is lead Federal agency for the I-30 PEL Study and NEPA documentation. Point of contact: FHWA – Arkansas Division.</p>
L	Suggestion and/or comments regarding motorist experienced traffic congestion	Traffic can be a personal perception issue relative to individual local experiences. This study used both national standards for interstate performance as well as more than a dozen different mobility measures of effectiveness that compare existing, future no action and future action conditions so AHTD, stakeholders and the public could compare the different improvements to make an informed decision on the trade-offs of improvements.
M	Questions/concerns about public meeting	ADA access has and will continue to be provided and signs posted for all public meetings/hearings. Future public involvement efforts will strive to ensure that meeting locations facilitate ease of ADA access, to the greatest extent possible.

Response Code	General Topic Addressed	Response
N = Questions/concerns about potential impacts to access		
N-1	Access to residence located on existing frontage road at Roosevelt and I-30 Little Rock, AR	<p>The entrance ramp from the frontage road onto I-30 north of Roosevelt Street is anticipated to be removed as part of the PEL Recommendation. Removal of this ramp could reduce traffic on the frontage road and make it easier to enter/exit the commenter's driveway. Removal of the entrance ramp would not result in a loss of access; however, motorists in the area would need to travel south on McAlmont Street and Vance Street to Roosevelt Street in order to enter the interstate, requiring additional travel time.</p> <p>Note: The PEL Recommendation is a conceptual preliminary alignment for widening and reconstruction and, therefore, subject to change during the NEPA phase as the alignment is developed and refined to a greater level of specificity. A more detailed analysis of potential impacts to access will occur during the NEPA phase of project development. Efforts would be made to avoid, minimize or mitigate potential environmental impacts associated with the proposed alternative.</p>
N-2	Access to Valero Gas Station located at East Broadway and Locusts Streets, North Little Rock, AR	<p>Access to Locust Street from the Valero Gas Station is not anticipated to be affected by the PEL Recommendation. The existing northbound I-30 entrance ramp at that location would be relocated further south, but should not prevent entry to northbound I-30 from the Valero Gas Station via Locust Street.</p> <p>The note in Response N-1 applies.</p>
N-3	Access to North Hills Boulevard, North Little Rock, AR	<p>In regard to the request for full access at North Hills Boulevard, the American Association of State Highway and Transportation Officials (AASHTO) guidelines recommend no more than 1 interchange per mile in an urban area, and any new construction or modifications to existing roadways should meet those guidelines. The distance from the I-40/Hwy. 67 interchange to the North Hills Boulevard interchange is less than ½ mile. Additional movements at the North Hills Boulevard interchange would result in unsafe conditions due to new traffic merging to get to and from I-40.</p>
N-4	Access at 6 th and 9 th Streets	<p>In regard to the elimination of 6th and 9th Street exits (westbound): AASHTO guidelines recommend no more than 2 ramps per direction per mile for an interstate facility. The current layout of I-30 has 6 ramps in the southbound direction between the Arkansas River and I-630, a distance of less than 1 mile. A higher number of ramps directly correlate to a higher number of crashes. Some ramps must be removed in order to meet AASHTO guidelines and to provide a safe roadway. The new flyover ramp from I-30 to the southbound frontage road will still provide the desired access.</p>
N-5	Access at Curtis Sykes	<p>Due to design limitations, the Curtis Sykes northbound exit could not be moved south. Doing so would result in a ground level interchange at 13th street, which in turn would not provide enough elevation to clear the UPRR tracks.</p>

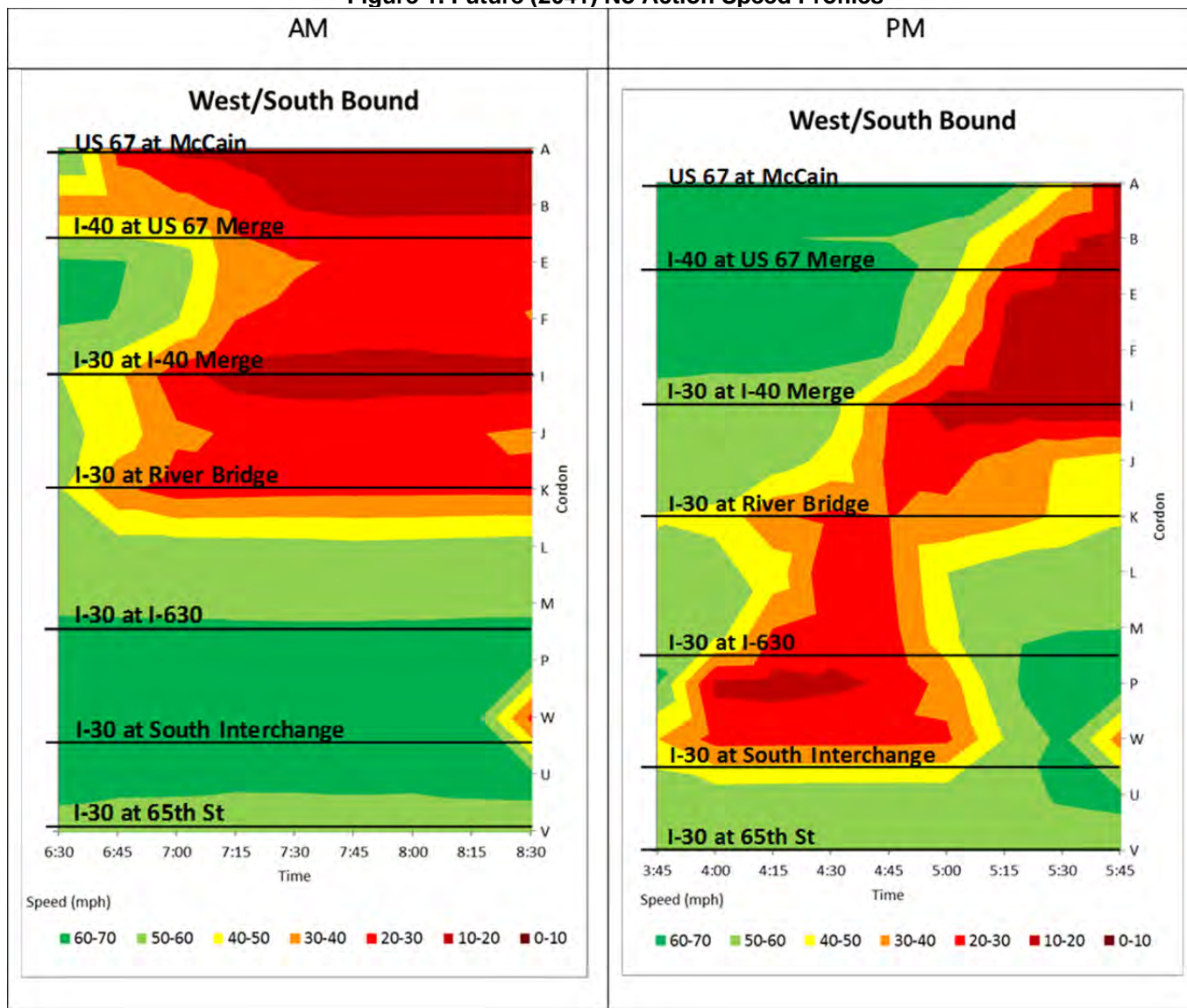
Response Code	General Topic Addressed	Response
O = Questions/concerns about potential ROW impacts		
O-1	Broadway and Locust Streets	<p>A small amount of ROW would be required in the northeast corner of the Broadway Street/Locust Street intersection near the Valero Gas Station as a result of the PEL Recommendation. It is not anticipated that ROW would be required along Locust Street in this location.</p> <p>Note: The PEL Recommendation is a conceptual preliminary alignment for widening and reconstruction and, therefore, subject to change during the NEPA phase as the alignment is developed and refined to a greater level of specificity. A more detailed analysis of potential impacts to ROW and structures will occur during the NEPA phase of project development. Efforts would be made to avoid, minimize or mitigate potential environmental impacts associated with the proposed alternative. Real property would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act which provides important protections and assistance for people affected by Federally funded projects. It ensures that people whose real property is acquired, or who move as a result of projects receiving Federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.</p>
O-2	Cypress Properties	The PEL Recommendation would not require any ROW from at the notated properties.
O-3	I-30 and 9 th Street	The bridge over I-30 at 9 th Street would be lengthened to allow for the additional lanes of I-30 to pass underneath, but no additional ROW would be required. The properties near the bridge could see some temporary impacts during construction (see Response H), but no permanent impacts are anticipated.
O-4	13 th Street and N Cypress Street	The PEL Recommendation would add a connection to make Cypress Street continuous over the railroad track. The edge of pavement for the Cypress Street connection would be approximately 80 feet from the east face of the referenced building on the southwest corner of 13 th Street and Cypress Street, which would be approximately where the edge of the grass currently is located. The ROW would be approximately 30 feet west of that, or 50 feet from the referenced building. It is anticipated the referenced billboard would also be affected. The note in Response O-1 applies.
P = Question/concerns regarding the proposed design of Cantrell interchange		
P-1	Question/concern about community impacts at Cantrell interchange	<p>The PEL Recommendation is proposed to have elevations similar to those on the existing Cantrell interchange; and the interchange is proposed to have a smaller footprint than the existing interchange, creating excess property for potential local development or green spaces.</p> <p>Note: The PEL Recommendation designates a conceptual preliminary alignment for widening and reconstruction. Further design refinements would occur as a more detailed schematic design and analysis is completed during the NEPA phase of project development. Once this occurs, the NEPA preferred alternative will be specifically evaluated for its ability to address the needs within the study area, as well as for its potential impacts to community impacts such as visual impacts. Efforts would be made to avoid, minimize or mitigate potential environmental impacts associated with the proposed alternative.</p>

Response Code	General Topic Addressed	Response
P-2	Suggestion that the Cantrell interchange should be elevated	<p>The Cantrell interchange is proposed in the PEL Recommendation as a diverging diamond. Micro-simulation traffic modeling of the PEL Recommendation confirms that the interchange performs operationally well during AM/PM peak periods with a signalized diverging diamond.</p> <p>Note: The PEL Recommendation is a conceptual preliminary alignment for widening and reconstruction and, therefore, subject to change during the NEPA phase as the alignment is developed and refined to a greater level of specificity. It is possible that the Cantrell interchange would be studied further during the NEPA phase of project development with the goals of improving safety and mobility above those improvements already identified to result from the PEL Recommendation at this location.</p>
Q = Unclear Comment		
Q-1	McCain Boulevard	Intent of the illustration provided by the commenter is unclear. Commenter notates McCain Boulevard to I-440. McCain Boulevard is located northeast of the I-40/Hwy. 67 interchange, outside of the PEL study area. It is not anticipated that the PEL Recommendation would have an impact on travel from McCain Boulevard to I-440.
Q-2	Ramp Access	It is not clear what access the commenter is saying is needed relative to the new Broadway entrance ramp.
R	General comment or suggestion	Comment noted.
<p>Notes:</p> <p>^{1.} For transportation projects, generally, an alternative is practicable if it: 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts. The evaluation of alternatives must consider a reasonable range of options that could fulfill the project sponsor's purpose and need. Reasonable Alternatives include those that "are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (Council on Environmental Quality, 1981).</p> <p>^{2.} Speed profiles provide a way to graphically demonstrate mobility. A speed profile compares the expected travel speed for the length of the corridor over a two hour period using the micro-simulation traffic models.</p>		

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Figure 1. Future (2041) No Action Speed Profiles

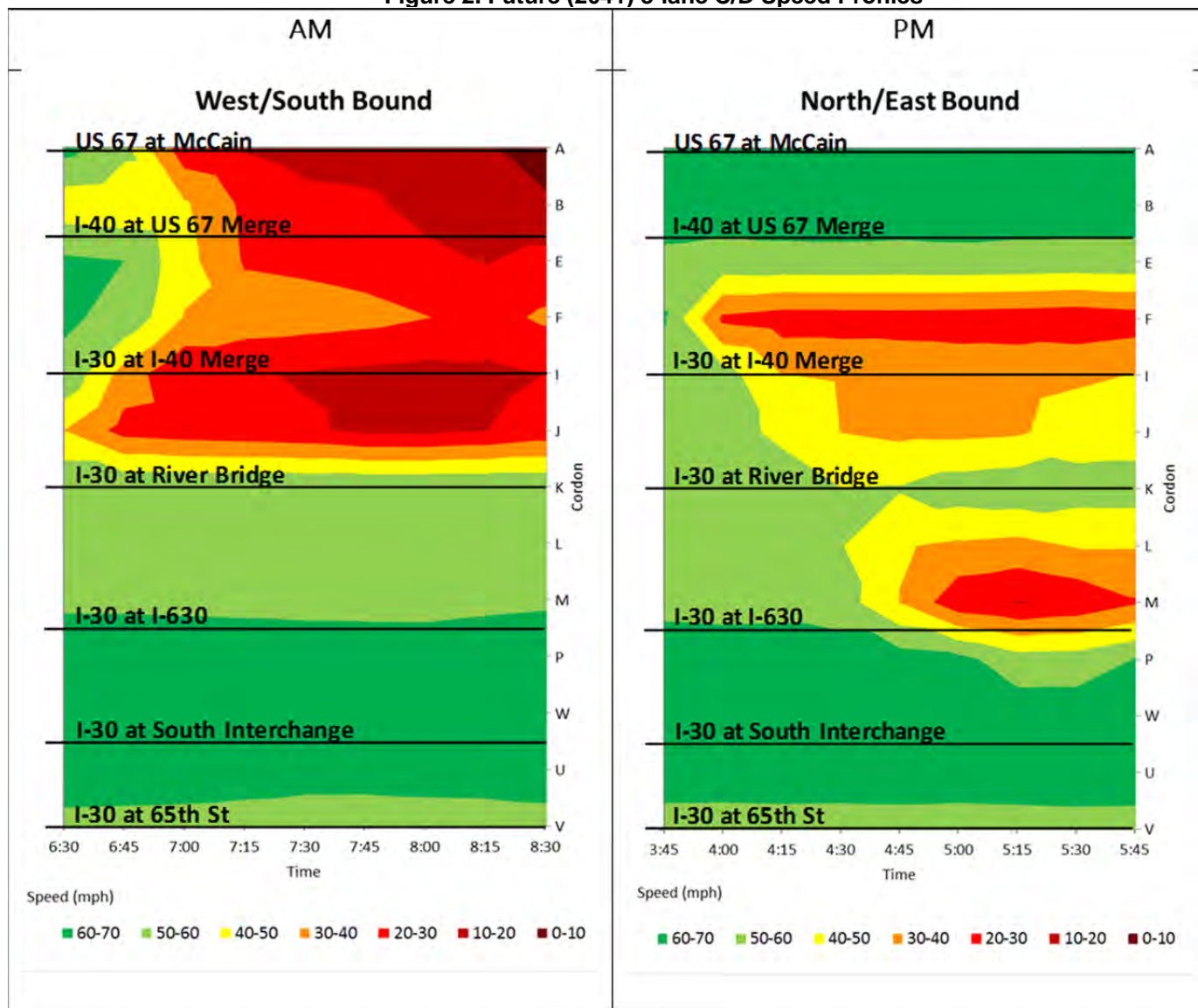


Source: I-30 PEL Vissim models

2
3

1

Figure 2. Future (2041) 8-lane C/D Speed Profiles



Source: I-30 PEL Vissim models

2
3

3.0 CONCLUSION AND NEXT STEPS

Feedback from Public Meeting #4 supports the need for transportation solutions in the study area in order to alleviate congestion, improve safety, improve existing roadway deficiencies (i.e., too many ramps, weaving problems, etc.), and improve access and connectivity across I-30 through Little Rock and North Little Rock. With the presentation of the PEL Recommendation, many of the comments received included specific questions related to potential access and ROW impacts. Similar to previous public meetings, commenters noted ramping and weaving problems as issues of concern and identified bicycle, pedestrian and transit accommodations as important transportation priorities.

The input gathered at Public Meeting #4 will be used to validate the selection of the I-30 PEL Recommendation. The PEL Recommendation will be continued to be refined and developed during the NEPA process which will be initiated upon completion of this study.

Copies of this document, as well as future public meeting materials, will be available online at www.ConnectingArkansasProgram.com. Questions or additional comments may be directed to Info@ConnectingArkansasProgram.com.

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Appendix D-3:

Technical Work Group (TWG) Comment Documentation

TWG Meetings and Topics Discussed

TWG Meeting #1 Comment Documentation

TWG Meeting #2 Comment Documentation

TWG Meeting #3 Comment Documentation

TWG Meeting #4 Comment Documentation

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Technical Work Group Meetings and Topics Discussed

Meeting	Date	Location	Purpose and Meeting Highlights
1	June 26, 2014	Arkansas Transit Association	<ul style="list-style-type: none"> • Welcome • CA 0602 (I-30) Background / Past Studies • FHWA Perspective on PEL Process • I-30 PEL Study Introduction • I-30 PEL Study Timeline • Design-Build vs. Design-Bid-Build • Team Introduction • PEL Methodology & Framework • Role of the Technical Work Group • Public Involvement & Agency Coordination Plan • Key Study Elements and Status • Action Items • Next Meeting
2	September 25, 2014	Arkansas Transit Association	<ul style="list-style-type: none"> • PEL Overview • TWG #1 Recap • Public Meeting #1 Recap • Draft Purpose & Need • Alternative Screening Methodology • Universe of Alternatives • Level 1 Screening / Preliminary Alternatives • Action Items/Next Meeting • Questions • Upcoming Meetings / Outreach • Closing Comments
3	January 13, 2015	Arkansas Transit Association	<ul style="list-style-type: none"> • PEL Overview • PEL Update • Level 2 Screening Methodology and Results <ul style="list-style-type: none"> ◦ Methodology ◦ Level 2a Screening ◦ Level 2b Screening/Roll Plots • Vissim • Upcoming Meetings/Outreach • Action Items/Next Meeting • Closing Comments and Questions
4	March 31, 2015	Arkansas Transit Association	<ul style="list-style-type: none"> • PEL Overview • PEL Update • Level 3 Screening and Results <ul style="list-style-type: none"> ◦ Vissim ◦ Speed profiles ◦ Screening measures (mobility, safety, cost, environmental) ◦ PEL Recommendation(s) • Upcoming Meetings/Outreach • Action Items • Closing Comments and Questions

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PLANNING AND ENVIRONMENTAL LINKAGES TECHNICAL WORK GROUP MEETING #1 COMMENT DOCUMENTATION



CA0602

Interstate 530 – Highway 67

April 2015



Arkansas State Highway &
Transportation Department



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CAP Deliverable QC Comment Review Form

Project Number:	CA0602
Document:	TWG #1 Meeting and Materials Distributed to TWG Members on USB/Flash Drive
Consultant/Authors:	CA0602 Study Team
Date Submitted for QC Review:	Submitted to TOC on 8/25/14

** AHTD/FHWA

Cmnt No.	Section/ Page No.	Reviewer	Review Comment	Response	Change Verified		Agency Verified **
					New Pg.	Initials / Date	
1	Email 7/9/14	Martello, Michael Little Rock School District	LRSD has one question. How many lanes are going to remain open during construction of the I-30 bridge.	Although it is unknown how many lanes would remain open during construction because alternatives have not been developed yet, traffic flow on I-30 would be maintained during construction. The number of lanes remaining open to traffic would depend on if the I-30 bridge is rehabilitated and/or widened or replaced. For example, if a widening alternative is recommended, it is possible that the existing 6-lane bridge could be temporarily reduced to 4-lanes during construction, assuming no shift in the centerline of the bridge and that widening would take place on both sides. The number of lanes remaining open could be different given a shift in the centerline or if widening were to occur primarily on one side. If a replacement alternative is recommended, it is possible that all six lanes could remain open while a new bridge is constructed.	N/A	JLH / 8/21/14 & 8/25/14	✓



CAP Deliverable QC Comment Review Form

2	Email 7/7/14	Malone, Walter City of LR Planning and Develop.	We believe you are missing a couple National Register Districts between the River and MacArthur Park check the map on our site http://www.littlerock.org/userfiles/editor/docs/planning/hdc/HDC%20nr%20dist%20map%202013.pdf .	The study area for the cultural resources analysis, also known as the area of potential effect (APE), was a 100-foot buffer on either side of I-30 and I-40 from the existing ROW. All historic districts within and intersecting the 100-foot APE were included in the constraints analysis and mapping. The suggested website was reviewed and the historic districts of Tuf Nut and Markham Street were identified to be located outside of the cultural resources APE, but within the larger I-30 PEL study area boundary. For mapping purposes, Tuf Nut and Markham Street historic districts were added to the constraints mapping. However, because these historic districts are outside of the APE evaluated by AHTD and the State Historic Preservation Officer (SHPO), no change was made to the cultural resources analysis included in the constraints technical report.	N/A	JLH / 8/21/14 & 8/25/14	✓
3	Email 7/7/14	Malone, Walter	We would also like to make sure you are looking at Charter Schools in or near the area, not just LRSD and NLRSD campuses.	An online search for charter schools in the study area was conducted and none were identified within the study area. In addition, the Study Team reached out the Mr. Gary Newton with Arkansas Learns to identify any existing or potential locations for future charter schools in the study area. Mr. Newton responded with the following two nearby Charter Schools, however, both were determined to be located outside of the study area: (1) eStem Public Charter School at 112 3rd Street, Little Rock, AR 72201 (0.5 mile from I-30) and (2) Little Rock Preparatory Charter School at 1616 S. Spring St., Little Rock, AR 72207 (0.8 mile from I-30). Because these charter schools are located outside of the I-30 PEL study area, no change has been made to the constraints mapping or constraints technical report.	N/A	JLH / 8/21/14 & 8/25/14	✓

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4	Email 7/7/14	Malone, Walter	If you have not talked with the Ward 1 representative Erma Hendricks (sic). It was be wise to make contact, at least informational.	The Study Team attempted to contact Ms. Hendrix on 8/14/14. A voice mail was left notifying Ms. Hendrix about the I-30 PEL Study public meeting in Little Rock and an offer was extended to visit with Ms. Hendrix one-on-one should she have questions/comments. As the City Director for Ward 1 of Little Rock, Ms. Hendrix was sent a letter notifying her of the initiation of the I-30 PEL Study and providing background details relating to the study. Additionally, Ms. Hendrix was also mailed a public officials letter notifying her of the first two public meetings planned for August 12 in North Little Rock and August 14 in Little Rock. The letter formally invited Ms. Hendrix to attend these meetings and offer her views concerning the project. The Study Team has developed a robust public, agency and local/elected official outreach program and looks forward to meeting with Ms. Hendrix.	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓
5	Email 7/7/14	Malone, Walter	<p>The dates for the meeting in August –</p> <ul style="list-style-type: none"> • August 7 is a Planning Commission Hearing date. The meeting would start at 4 PM and go until it is over. At this point we do not know what will be on that agenda. But if there is anything filed in the general area that would cause a conflict for those who might wish to attend either or both meetings. • August 12 is an agenda meeting of the Little Rock Board of Directors. The meeting starts at 4 PM. While this is not a public hearing, some in the area might wish to attend and of course it would be a conflict for Staff as well as the Mayor and the Director for Ward 1 (or any other Directors who might wish to attend). • August 14 is the best date. 	To reach the most stakeholders, two meetings were scheduled – August 12 in North Little Rock and August 14 in Little Rock. Both meetings were be held from 4 p.m. to 7 p.m. and presented identical information.	N/A	JLH / 8/21/14 & 8/25/14	✓

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6	Email 7/7/14	Malone, Walter	<p>Suggested project Goals/Principles (in addition to those you had provided)–</p> <ul style="list-style-type: none"> No loss of east-west connectivity of the street network and non-vehicular network Make crossings of I-30 pedestrian friendly Minimize the real, perceived and visual barrier of the freeway I-30 should have and provide a connection to and from downtown LR/NLR to the rest of central Arkansas Assure connective (sic) to CATA transit center in downtown Little Rock and Greyhound station in NLR Maintain excess (sic) to downtown LR/NLR connections (could provide one exist (sic) point on the freeway to multiple exists (sic) within the street network) Reduce or minimize the impacts visual and otherwise to the Presidential Park & Library as well as MacArthur Park & Historic District 	Thank you for submitting the goals/principles. Many of the suggested goals are similar in concept to those identified by the Study Team and will serve to further confirm the project vision. Specific goals that may not have been previously identified will be brought forward and analyzed by the Study Team.	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓
7	Metropol an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>The long-range metropolitan transportation plan is a systems plan that balances travel demands system-wide with the approved land use scenario and the fiscal limitations of a financially constrained plan. Embedded in that plan is an investment strategy that should be used to frame the I-30 corridor planning study not vice versa. While plans are subject to change, please be advised that we are coming to the end of a two year update cycle, with a new long-range plan due to be adopted in December of this year. All of the public comment we have received to date is consistent with the current strategies in METRO 2030.2.</p>	<p>The I-30 PEL will be developed in a manner that recognizes the current funding strategies and priorities in the updated long range metropolitan transportation plan (LRMTP). Because the project has dedicated funds from the Connecting Arkansas Program (CAP) and will likely include additional federal funding for rehabilitation, the overall budget for the project is essentially constrained to those fund sources. As the project is developed, the Study Team will be focused on maximizing the amount of project that can be delivered for the established project budget. It is anticipated that the PEL Study will address phasing as well as additional other solutions that may not be fully funded at this time, but that complement the recommended solution. Those elements and recommendations will be identified and submitted to the MPO to inform future LRMTP updates/amendments. Given the range of solutions that may result from the PEL Study, and to achieve consistency with the LRMTP, it is anticipated that PEL Study recommendations will require future refinements/amendments to the LRMTP and we will work closely with your team to ensure consistency.</p>	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓

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8	Metrop an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>We agree that every reasonable effort should be made to reduce the time necessary to construct this project and will do everything that we can to avoid unnecessary delay. But other than the lost purchasing power that time takes on a project of this scale, is there any other deadline against which you are working of which we are unaware? I ask because at the moment it feels rushed and as if the cart is before the horse. For example, the recent news article announcing the replacement of the I-30 bridge and the method by which traffic would be maintained certainly gave the impression that a great many decisions have already been made. I suggest that it would be more prudent for the success of the project to take enough time in the beginning to achieve a publicly supported vision for the corridor and to build alternatives from it. Better by far to do things right the first time rather than do them quickly, only to have to redo later.</p>	<p>The I-30 PEL Study Team agrees that it is top priority to develop and deliver the I-30 improvements in a manner that gets it "right the first time." The use of the PEL Study and design-build delivery for the I-30 improvements is consistent with all federal initiatives developed to expedite project delivery while maintaining strong commitments to planning, NEPA and Design-Build requirements. There were a variety of reasons that federal agencies worked to streamline and integrate their processes, most notably because of public, agency and congressional concerns that the process took too long, cost too much, and in some cases, actually hindered reasonable and timely decision making practices. Inflation, even at a relatively small annual percentage, can have a huge impact on a major project. For example, delaying the I-30 improvements by a year would decrease the purchasing power of the established budget by \$15,000,000, robbing the taxpayers of increased value for their tax dollars. The Study Team is committed to accelerated delivery to accomplish multiple FHWA EDC initiatives that span all phases of project development including: planning (PEL, GIS, CSS, IQED), design (Design-Build) and construction.</p> <p>AHTD is committed to not making decisions without appropriate levels of Project Partner and agency coordination, as well as public input, as set forth in the project's Public Involvement and Agency Coordination Plan (PIACP). The decision on the bridge replacement is ultimately an engineering/risk/return on investment decision made in parallel with the planning and NEPA processes. Contrary to previous reports, the I-30 PEL Study will consider both bridge rehabilitation and replacement.</p>	N/A	JLH / 8/21/14 & 8/25/14	✓
9	Metrop an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>Technical Comment – Study Area</p> <p>The proposed primary study area should be enlarged to include the CBD's on both sides of the river accounting for potential traffic patterns changes resulting from modifications to access points and interchanges and the impact of a potential new bridge at Chester Street. A tertiary study area supporting future NEPA analysis should be defined that considers the induced demand for continued freeway widening resulting from adding capacity to a key link and its impact on land use, financial sustainability and air</p>	<p>The study area boundary was developed based on conclusions drawn from the <i>CARTS Areawide Freeway Study - Phase 1 Arkansas River Crossing Study</i> (2003) and updated for this PEL study as described and documented in the Methodology and Framework and Environmental Constraints Report. Although we have defined a study area for the PEL Study, if alternatives outside of this boundary meet the purpose and need and warrant investigation (i.e. Chester Street) they will not be excluded from further analyses.</p> <p>Regarding traffic patterns, the CARTS Travel Demand</p>	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓



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			quality.	<p>Model, provided by Metroplan, has been utilized to forecast traffic projections and understand traffic patterns on a metropolitan-wide level, not just within the study area. Vehicular traffic and transit will be evaluated holistically – determining how improvements inside the study area affect traffic and transit inside and outside of the study area. Exhibits depicting both the I-30 PEL study area (identified, for example, for the purposes of environmental constraints mapping) and the larger traffic study area will be presented at the second TWG and public meetings.</p> <p>The NEPA study area(s) will be defined during the NEPA phase of the project, which will occur subsequent to the completion of the PEL Study. During NEPA, direct, indirect and cumulative impacts are evaluated, often times requiring different study extents. Direct impacts are generally evaluated within the proposed project's direct footprint. Indirect impacts (i.e., project-induced impacts) are generally analyzed within a larger study area, called the Area of Influence (AOI). The AOI will be large enough to determine potential encroachment-alteration impacts (ecological and socio-economic) resulting from the project and project-induced growth impacts. Cumulative impacts are assessed by resource, and considered within a spatial geographic area labeled the Resource Study Area (RSA). The RSA is determined based on the environmental resources that are selected for analysis and may be a single RSA that is used for all resources or a separate RSA for each resource. The RSA will be large enough to understand the trends affecting the health of the resource yet small enough to provide practical consideration of the project's contribution to the cumulative effects.</p>			
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10	Metropol an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Purpose and Need The public should define the purpose and need and corridor vision in the initial public outreach period. This determination should be made without the preconceived purpose and need already developed. Based upon the LRMTD and comments made pertaining to the corridor, I would take exception to the current description for congestion and voter commitment as provided in the draft purpose and need.	<p>The lead agency, FHWA, has the authority for and responsibility of defining the purpose and need, which has been delegated to the Study Team. We are providing the opportunity for involvement during the development of the purpose and need to the Project Partners, TWG, stakeholders and the public. Public input was sought during the first round of public meetings on the purpose and need and goals/objectives. A station was set up that included a large exhibit board with a listing of potential problems or needs for the study area that had been developed by the Study Team. The station also had an exhibit board with a listing of potential goals for the study area. The Study Team developed the initial list of problems and goals, however meeting attendees were asked to write their concerns and goals on post-it notes and add to/revise/comment on the exhibit boards or to provide their comments at any point during the comment period (through August 29, 2014).</p> <p>The draft purpose and need statement presented at TWG #1 was a high level initial summary of the issues that had been identified by the Study Team. A Purpose and Need Report will be prepared that includes additional analyses and specific information that documents the needs that have been identified. All comments will be considered and incorporated, when practicable, into the Purpose and Need Report.</p>	N/A	JLH / 8/21/14 & 8/25/14	✓
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11	Metropolitan Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Purpose and Need - Congestion The draft definition of congestion is far too generic and linking it to level-of-service is insufficient for this urban corridor. The question should not be framed in terms of eliminating congestion, but instead defining what level of congestion is acceptable and financially sustainable (see Level of Service discussion below). If congestion is to be used, it must be much more nuanced in order not to bias alternative selection. I would suggest dropping congestion and instead defining the purpose in terms of reliable and optimized flow.	<p>The term congestion will be retained because it is familiar and easily-relatable concept to the public, and is the standard terminology used in AHTD NEPA documents. Moreover, the level of congestion on a facility, or a facilities ability to meet present and projected traffic demands, is cited by FHWA as a primary issue that may be listed and described in the purpose and need statement for a proposed action. It is understood that "congestion" is a multi-faceted concept which warrants further definition. As stated in response to comment #10, the draft purpose and need statement presented at TWG #1 was a high level initial summary of the issues that had been identified by the Study Team. A Purpose and Need Report will soon be shared that includes additional analyses and specific information that documents the needs that have been identified. After reviewing the fully developed Purpose and Need Report, then we can better determine if we are just using different terms to characterize the same transportation issue(s).</p> <p>Congestion will be measured by LOS, but also by travel time to key destinations, travel speed, VMT, VHT and average delay per motorist. The Alternatives Screening Methodology (ASM) will detail out these measures and criteria which is also under development and will be shared with the project partners, TWG, SAG and public to gain additional feedback in the near future.</p>	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓
12	Metropolitan Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Purpose and Need - Congestion In the corridor, six freeways merge and diverge within a six-mile stretch. Most of the traffic is local (i.e. within Pulaski County) and intra-regional (commuting to/from Pulaski County from within the metropolitan area) with a small percentage being inter-regional or through traffic. Different evaluation measures should be used for each of these trips. For the purposes of local traffic, for example, other solutions outside the proposed corridor may be appropriate. For inter-regional traffic, I-30 should be defined to include I-430 and I-440 that are preferred to the I-30 central corridor.	<p>The Study Team designation of through versus local trips was established as trips relate to the I-30 PEL study area. For the I-30 PEL traffic analysis, a local trip was defined as any trip end with an origin or destination within the study area. A through trip was defined as both trip ends occurring outside the study area. The Study Team recognizes the importance of understanding travel characteristics - the percentages of local trips versus through trips - which will aid in the identification of transportation solutions that best meet the need of motorists. The I-30 PEL traffic analysis and evaluation measures (to be outlined in the ASM) are designed to identify the problems and best fitting solutions for the study area.</p> <p>As part of the I-30 PEL Study traffic analysis, Metroplan's 2040 daily travel demand model determined that approximately 57% of the daily I-30 traffic is destined</p>	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓

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				<p>within the I-30 PEL study area (around the central business districts and abutting job centers) and 43% of the daily I-30 traffic is destined to pass through the study area. Additionally, the 2003 <i>Phase 1: Arkansas River Crossing Study</i>, noted that I-30 serves longer distance, more regional trips, whereas Broadway and Main Street serve more local trips when compared to each other. The Phase 1 Study identified the following trip length percentages for trips greater than 15 miles: I-30 carried 44% trips, Broadway carried 10% and Main Street carried 11%.</p> <p>Also as part of the I-30 PEL Study traffic analysis, the Study Team is performing a comprehensive multimodal analysis of I-30 and its effect on other transportation systems. Solutions will address highway capacity, transit, travel demand management, transportation system management, intelligent transportation systems, bicycle/pedestrian and access management needs. Improvements will also address recurring and non-recurring congestion in the corridor. To address inter-regional traffic, the I-30 traffic analysis will include I-430 and I-440 to understand their impacts on I-30 in the study area.</p>			
13	Metropolitan Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>Technical Comment – Purpose and Need – Voter Commitments</p> <p>The voters of the State of Arkansas approved a constitutional amendment providing for a temporary half-cent sales tax and the issuance of bonds to finance improvements to four-lane highways in the state. It is a means of financing that does not rise to the level of purpose and need. The I-30 project was not on the ballot, but is a political, though not legally binding, commitment of the Arkansas Highway Commission. It should be removed from the Purpose and Need and listed in the Goals and Objectives. The final purpose and need statement should be described in the terms of the mobility of Central Arkansas citizens and include facility maintenance, rehab, and replacement (as necessary), all supported within the LRMTF.</p>	<p>Voter commitment has been removed from the purpose and need and has been incorporated as a goal/objective of the project.</p> <p>As stated in response to Comment #15, the purpose and need will be developed in a manner that is consistent with and compatible with the goals in the LRMTF.</p>	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓

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14	Metropol an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>Technical Comment – Evaluation Criteria (functional objectives)</p> <p>The initial screening criteria/study focus described the corridor in terms of a "broad set" of Must Haves and Must Not Do's. In a corridor as complex as this one, functional objects must be defined up front through the public involvement process and may not be as simple as yes or no. These objectives should be stratified from critical to unnecessary to assist in evaluating which alternatives to move forward. If a simple yes or no criterion is used in defining reasonable alternatives, they should be signed off on first by all Project Partners.</p> <p>I would suggest the first operational objective focus be on the preservation of existing infrastructure (beyond just the roadway), the second on improved safety, and the third on addressing traffic flow within merge-diverge areas.</p>	<p>The evaluation criteria presented at TWG #1 was simply an overview to provide a general understating of the approach and methodology that that the Study Team would be developing. The ASM (under development) will include multiple screening levels with qualitative and quantitative measures. The ASM will be distributed to the same stakeholders as done with the purpose and need/goals to gain additional feedback.</p> <p>Before developing the ASM, the purpose and need and goals and objectives must be fully developed as it serves as the basis for alternatives screening.</p>	N/A	JLH / 8/21/14 & 8/25/14	✓
15	Metropol an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>Technical Comment – Goals and Objectives</p> <p>The project goals and objectives should initiate with those from the LRMTTP and be defined by the public throughout public engagement. As a general rule, I suggest avoiding terms like "minimize" and "maximize" as they are absolutes; and absolutes are always expensive and often conflict with each other. Where appropriate I would substitute "optimize".</p>	<p>The I-30 PEL Study Team agrees that the goals as identified in the LRMTTP are important and were included in the initial draft of the goals developed by the Study Team. The goals as outlined in the existing LRMTTP include:</p> <ul style="list-style-type: none"> • economic growth; • equality of access and transportation choice; • environmental quality; • land use; • quality transportation corridors; and • funding adequacy. <p>The broad goals included in the LRMTTP correspond with the following project level goals developed by the Study Team:</p> <ul style="list-style-type: none"> • avoid/minimize impacts to the human and natural environment, including historic and archeological resources; • enhance and complement economic development; • complement other modes of transportation and planned transportation investments in the region; • allow for east-west connectivity 	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓



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				<ul style="list-style-type: none">• improve vehicle access to Little Rock, North Little Rock and local attractions; and• provide bike and pedestrian friendly facilities. <p>The complete list of goals can be reviewed in the Purpose and Need Report. In addition, guiding principles presented at the TWG included context sensitive solutions (CSS) and to inform and support local, regional and state-wide transportation plans. In relation to the LRMTTP goal of funding adequacy, see response to comment #7.</p> <p>Public input was sought as discussed in response to comment #10.</p> <p>Regarding the terminology optimize vs. minimize/maximize, the Study Team agrees and has revised study goals as appropriate.</p>			
16	Metropolitan Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Goals and Objectives – Air Quality Central Arkansas is at risk for classification of non-attainment of national air quality standards for both ozone and particulate matter. A goal should be improved air quality. In addition to the criteria pollutants, significant research is appearing linking proximity to major roadways with negative health impacts, especially on low income, minority populations. Given that the majority of the corridor is an EJ area, it would seem appropriate to add this into air quality.	The proposed PEL study area is located in Pulaski County, which is an area in attainment for all national ambient air quality standards (NAAQS); therefore, the transportation conformity rules do not apply and no additional air quality analysis is required at this time. However, it should be noted that Central Arkansas is at risk for classification of non-attainment for the NAAQS for both ozone and particulate matter. Therefore, a regional goal of the MPO is to improve air quality and help maintain attainment status. While reducing automobile trips can help reduce air pollution, so can optimizing traffic flow and decreasing time spent in traffic (travel time). Under existing conditions, 70 percent of the I-30 corridor within the study area experiences severe congestion with undesirable speeds (LOS E and F), which increases to 100 percent by 2040 under no-build conditions. One of the preliminary goals of the I-30 PEL Study is to optimize traffic flow and improve mobility along I-30, which in turn would decrease the amount of fuel and traffic delays, and the concentration of pollutants emitted, with a potential for air quality improvements.	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓

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17	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Goals and Objectives – consistency with LRMTF The corridor alternatives should be consistent with the long-range metropolitan transportation plan.	See responses to comments #14 and #15.	N/A	JLH / 8/21/14 & 8/25/14	✓
18	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Level of Service Designing to a future level of service D in an urban corridor is financially unsustainable, ignores likely technological changes, and is just not a wise use of limited transportation funding. As previously indicated, defining corridor functional objectives and an acceptable traffic flow are more appropriate measure for the corridor. We suggest that it is reasonable to accept a level-of-service F during the AM and PM peak hours, assuming today's auto technology be included in the analyses, anticipating that improvements and deployment of autonomous or semi-autonomous vehicles well before 2040 will greatly increase carrying capacity of existing lanes. If LOS is to be used, we also suggest balancing it with other measures, i.e. travel time reliability, return on investment etc.	AHTD's current LOS standard is LOS D in urban areas during the peak hours on AHTD facilities. AHTD will consider both LOS D and E thresholds during the peak periods in the I-30 PEL Study. As a result, both LOS D and E results will be presented so that the lead agencies (AHTD and FHWA), TOC, Project Partners, TWG and public can understand the cost, engineering, environmental and other trade-offs to make an informed decision. Other measures of effectiveness will be considered in the corridor besides LOS, to the extent practicable, such as travel time to key destinations, travel speed, VMT, VHT and average delay per motorist.	N/A	JLH / 8/21/14 & 8/25/14	✓
19	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Stakeholder Input In addition to the stakeholder feedback indicated in the slides, Metroplan staff expressed a desire to consider the separation of local and through traffic, reconnecting neighborhoods, and reclaiming land for both park and economic purposes.	This input was added to the Traffic and Safety Overview exhibit board presented at the first set of public meetings and is consistent with the goals developed by the Study Team and the public. These desires will also be further explored during the CSS Visioning workshops.	N/A	JLH / 8/21/14 & 8/25/14	✓
20	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	Technical Comment – Chester Street Bridge The idea of a Chester Street Bridge has again surfaced and should be considered as part of the analysis and realm of alternatives.	Chester Street will be included in the Universe of Alternatives.	N/A	JLH / 8/21/14 & 8/25/14	✓
21	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	PIACP - Section 1.0 - Introduction Final Paragraph -Based on Metroplan traffic analyses, the primary purpose of this segment of I-30 is to provide access to the central business districts and abutting job centers, and only secondarily as a interregional corridor.	The Study Team agrees that the primary purpose of this segment of I-30 is to provide access to the central business districts and abutting job centers (local and intra-regional trips), and secondarily as an inter-regional corridor. The Study Team recognizes the importance of understanding travel characteristics - the percentages of	N/A	JLH / 8/21/14 & 8/25/14	✓

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			Overemphasis of the interregional nature of the corridor traffic, which we have seen or heard several times from the study team, will tend to bias the alternatives considered.	local trips versus through trips - which will aid in the identification of transportation solutions that best meet the need of motorists. The I-30 PEL Study traffic analysis is designed to identify the problems and best fitting solutions for the study area. See Comment #12 for additional details relating to the I-30 PEL Study traffic analysis.			
22	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	PIACP - Section 1.2 & 1.4 - Informed Consent The term "informed consent" is used throughout the document without a clear definition of what this is or what it means for Project Partners. This term should be defined and shared with Project Partners to determine if it meets their expectations.	The definition of informed consent was presented in a letter to Mr. Jim McKenzie (Metroplan) from Mr. Jerry Holder (CAP Project Manager), dated July 14, 2014. A Project Partner meeting was held on July 28, 2014 and the topic was not raised by attendees. It can be discussed at a future meeting if more clarification is required.	N/A	JLH / 8/21/14 & 8/25/14	✓
23	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	PIACP - Section 1.3 - Study Team As indicated in Metroplan's initial response to the PEL agreement, each partner should be afforded the opportunity to participate on the Study Team. Without representation, the process is discounted as a true partnership.	The Study Team is made up of the lead agencies overseeing the project (FHWA and AHTD) and the consultant team hired to complete the study on behalf of the lead agencies. The PEL process is a collaborative and integrative approach – one that sets forth the active engagement of agencies, elected officials, and other stakeholders. In accordance with the PEL initiative, Metroplan, the Cities of Little Rock and North Little Rock, and Pulaski County have been designated as Project Partners in the PEL process along with AHTD and FHWA. The Project Partners are integral to the PEL process. The Study Team has and will continue to meet with the Project Partners throughout the PEL process to facilitate collaboration, provide project updates, coordinate on information prior to presentation to the TWG and public, and gather input/comments on key PEL milestones/deliverables as outlined in the I-30 PEL Framework and Methodology. As a Project Partner, Metroplan (and the other Project Partners) has the opportunity to have a proactive working relationship with the Study Team.	N/A	JLH / 8/21/14 & 8/25/14	✓
24	Metropl an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	PIACP, Section 1.4 -Technical Oversight Committee The CARTS Study Director is responsible for the Long-Range Metroplan Transportation Plan (LRMTP) and the consideration of results of the PEL study in its adoption. The inclusion of the CARTS Study Director on this committee will expedite the consideration of study recommendations in regional planning documents.	The Technical Oversight Committee includes representatives from various technical disciplines from the lead agencies (FHWA and AHTD). The TWG includes local, state, and federal agency staff. Based on these designations, the CARTS Study Director has been invited to be a TWG member to facilitate coordination with the MPO on inclusion of the PEL in the LRMTP and to garner a proactive relationship.	N/A		✓
25	Metropl	Casey R.	PIACP - Section 2.2 - Social Media	Language in first paragraph of PIACP Section 2.2 has	PIACP,	JLH /	✓



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	an Letter dated 7/07/14	Covington CARTS Study Director	Conflicting information is provided on the purpose/use of Social Media, at one point Twitter is described as a form of two-way communication encouraging public comment. Later it is added that comments posted on Twitter will not be included or evaluated as part of the PEL Study decision-making process. While I understand the challenges of social media, if it is an endorsed form of communication by AHTD then comments should be considered or its role reevaluated.	been revised to read, "AHTD and its consultants will utilize the AHTD Twitter account to broadcast PEL Study information..." The following information has been deleted from the last paragraph, "However, comments posted on Twitter will not be included or evaluated as part of the PEL Study decision-making process."	Sec. 2.2, Pg. 5	8/21/14 & 8/25/14	
26	Metropol an Letter dated 7/07/14	Casey R. Covington CARTS Study Director	PIACP - Section 4.0 -Public Meetings The public involvement plan should be revised to include an initial comprehensive visioning process that is led by the public, not the public reacting to pre-prepared material. This should be done in a minimum of two public meetings where the first focuses on the purpose and need, functional objects, and broad corridor visioning and the second should constitute a design charette that includes land development considerations. Only after these two meetings and the consent of all partners should the project move to more detailed alternatives development consistent with public meeting #2. While I assume this to be the case as it is standard AHTD practice, all public meeting material should be made available on the project website with ample opportunities for public comment.	Multiple public meetings will be held throughout the PEL process. All material presented at the public meetings will be in draft form, providing a baseline for residents to make decisions and provide input. At the first series of public meetings, a station was set up with blank aerial roll plots. The goal of this station was to seek public input and suggestions of their vision for I-30. The public will also have the opportunity to provide comments and express their vision on comment sheets at the public meeting or through other outlets during an official comment period following the meeting (mail in comment sheets, email, twitter and/or phone). All comments received from the public and other stakeholders during the designated comment period will be addressed and resolved, to the extent practicable, in a formal comment-resolution process. A Stakeholder Advisory Group (SAG) will also be established to ensure early and ongoing decision making throughout the study. The SAG's role will be to make recommendations and/or provide key information and materials to the Study Team. The SAG will include twelve representatives, with the Mayors of Little Rock and North Little Rock each appointing four, as well as four selected by the Pulaski County Judge. SAG members will provide a one-of-a-kind perspective to the areas of interest each represents within the community, allowing the Study Team to gather valuable input. The SAG will meet regularly throughout the PEL process. In addition, one visioning workshop will be conducted with stakeholders during the PEL process, and another visioning workshop will be held during the NEPA/Schematic phase. During the first visioning	N/A	JLH / 8/21/14, 8/25/14 & 9/8/14	✓

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				<p>workshop, and with an understanding of the purpose and need and goals and objectives of the PEL Study, stakeholders will have the opportunity to incorporate their ideas and priorities for the I-30 corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA/Schematic phase, a second visioning workshop will be held with stakeholders that examines potential CSS and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and included in the design-build request for proposals, pending AHTD approval.</p> <p>The I-30 PEL PIACP and Framework and Methodology have been revised to include information related to the CSS visioning workshops and SAG.</p> <p>All materials will be available on both the AHTD and the www.connectingarkansasprogram.com websites.</p>			
27	Metroplan Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>PIACP - Communication Plan and Protocol</p> <p>To the extent possible, Metroplan will observe the plan as drafted. However, given the policies of our organization and absent an acceptable PEL Agreement, should a situation arise that conflicts with the proposed Protocol, Metroplan will act according to our policies while notifying the AHTD CAP Administrator/Public Information Office.</p>	Comment noted.	N/A	JLH / 8/21/14 & 8/25/14	✓
28	Metroplan Letter dated 7/07/14	Casey R. Covington CARTS Study Director	<p>PIACP - Communication Plan and Protocol</p> <p>I would further request that Project Partners be given the opportunity to participate in the planning, material review, and promotion of the initial public meeting with significant time allowed for the adjustment of material as necessary.</p>	Materials are provided to the Project Partners in advance of the TWG, and public meetings. Material review time will vary based upon established Project Partner, TWG and public meeting dates; therefore flexibility and understanding of fluctuating and sometimes abbreviated review periods is appreciated.	N/A	JLH / 8/21/14 & 8/25/14	✓
29	Email dated 07-09-14	Ann Marie Early [mailto:amearly@uark.edu]	<p>We have a great interest in the impact that this project may have on the archeological sites in the Little Rock/North Little Rock metropolitan area. People have lived in this part of the state for the last 12,000 years, and remains of their settlements, cemeteries, defensive works, and transportation vehicles survive under the modern built landscape, just as they do in every urban area in this country. Your documents don't</p>	<p>A preliminary archeological investigation was conducted by AHTD archeological staff and included a records check of the Arkansas Archeological Survey (AAS) for previously recorded archeological sites. In addition, several maps and references were also checked as part of this preliminary assessment, as listed below:</p> <ul style="list-style-type: none"> The 1986 Little Rock, North Little Rock, and McAlmont 7.5" topographic quad maps -examined for cemeteries, likely historic structures and landforms conducive to 	N/A	JLH / 8/21/14 & 8/25/14	✓



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			<p>mention archeological resources, but they will certainly be some of the resources affected by any development that includes ground disturbing- or riverine construction- activities as this project goes forward. I hope that we can play a part in the fate of those resources as the PEL study moves ahead.</p>	<p>holding archeological sites</p> <ul style="list-style-type: none">• Reviewed historic topographic quad maps (1891, 1935, 1944, 1954, and 1961)• Reviewed Sanborn Fire Insurance maps (1886, 1889, 1892, 1897, 1913, and 1939).• Reviewed General Land Office maps for Township 1 North, Range 12 West, Township 2 North, Range 12 West and Township 2 North, Range 11 West• Reviewed 1936 Pulaski County Highway map• Reviewed the 2006 Panamerican Consultants, Inc. remote-sensing survey of the Arkansas River in the Little Rock for submerged cultural resources• Researched historic routes• Conducted preliminary “windshield” survey performed by AHTD archeological staff <p>In order to protect the sites from looting and further destruction, all archeological site information and locations are not subject to the Freedom of Information Act and are not to be distributed to the public. Accordingly, none of the archeological sites identified were included on the constraints mapping. However, the detailed constraints technical report, to be included as part of the PEL Study, will identify the results of the above described preliminary archeological analysis by AHTD. Additionally, a more detailed archeological analysis will be conducted during the NEPA phase of this project, once an alternative has been recommended from the PEL Study.</p> <p>The Study Team looks forward to working with your organization on the preservation of archeological sites.</p>			
30	Email dated 06-09-14	Vence L. Haggard Regional Administrator Federal Railroad Administration	<p>Rail-Freight Issues When Considering Environmental and Development Impacts Studies</p> <p>Freight rail corridors should be considered essential transportation infrastructure which must be protected and preserved to safely transport essential commodities throughout the nation. Trains operate 24 hours a day, seven days a week. There are no federal or state restrictions which limit the hours available for the safe operations of railroads or for the length and weight of trains. Trains operate in an industrial environment using the nation’s interconnected</p>	<p>Information provided and issues mentioned will be considered throughout the PEL process, including during the development of alternatives and the alternatives screening process, and continued through the NEPA phase once a recommended alternative has been identified.</p>	N/A	JLH / 8/21/14 & 8/25/14	✓



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		<p>system of railroad tracks and rail facilities such as rail yards, stations and loading facilities. The Federal Railroad Administration (FRA) has concerns for any actions or development which might impact railroad safety and safety at highway-rail grade crossings. Some examples of this include roadway development resulting in the shortening of roadway storage areas between tracks and adjacent traffic intersections or roadway changes which may result in high-profile crossings. FRA also recommends careful review of any development which might result in encroachment to railroad corridors that could affect the safety and/or efficiency of rail transportation. Other factors, generally related to proximity to rail corridors or railroad grade crossings, may impact the health, quality of life or transportation mobility in communities. These factors should also be carefully reviewed. The following is a list of issues which may be important to review:</p> <p>Encroachment on freight-rail corridors:</p> <ul style="list-style-type: none">• New at-grade crossings over railroad sidings and passing tracks affect a railroad's ability to manage operations such as having trains pass each other or safely holding trains for other reasons without creating community conflicts such as blocked crossings;• Clearance adequacy of grade separation bridges over railroad tracks must allow for multi-modal double stack trains; <p>Other Highway-Rail Grade Crossing and Pedestrian Safety Concerns and Train Noise Abatement:</p> <ul style="list-style-type: none">• The Federal Railroad Administration supports efforts by state and local agencies and railroads to close redundant crossing of convenience. FRA also discourages the proliferation of new at-grade crossings. Grade separations are encouraged whenever possible new crossings are required to avoid collisions, traffic congestion, emergency vehicle delays or business access problems caused by passing trains and blocked crossings.				
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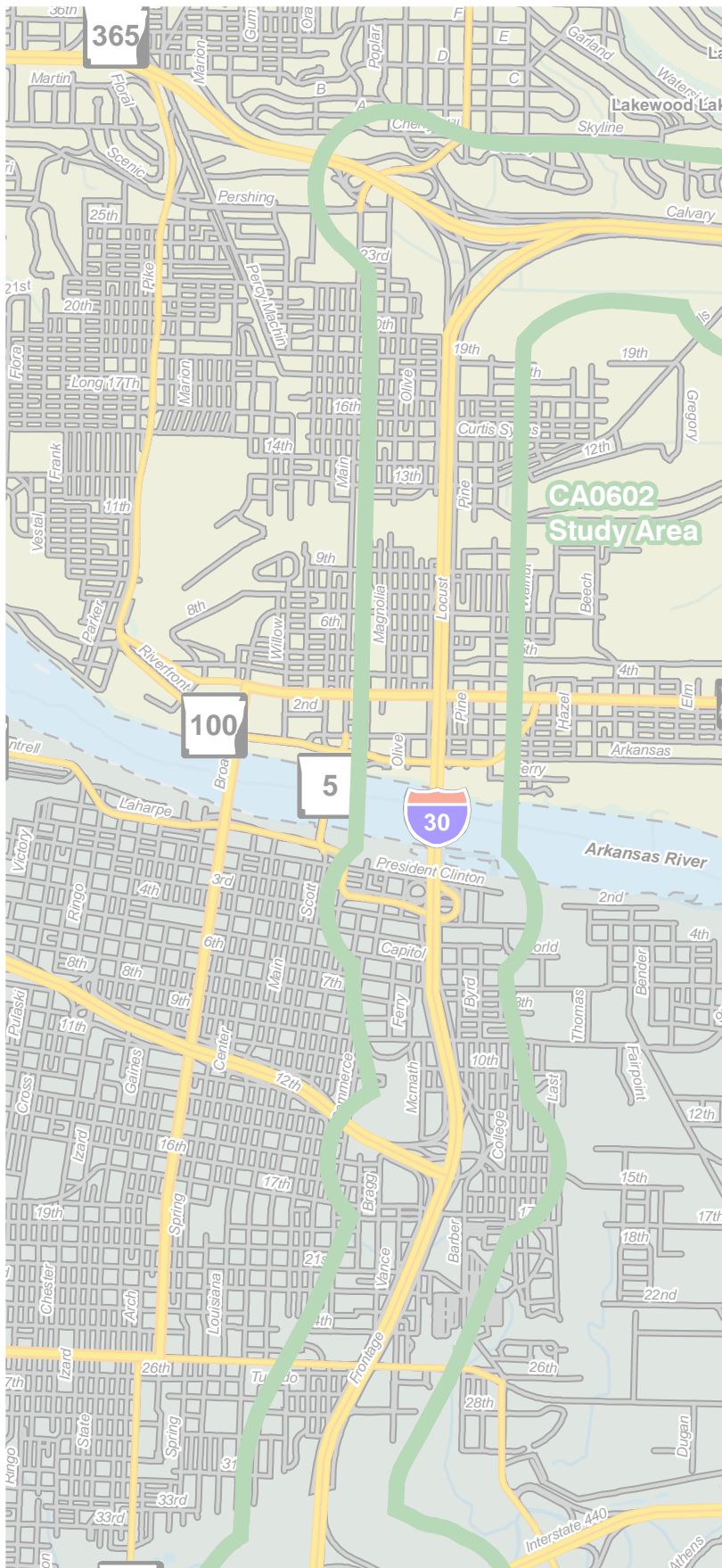
		<ul style="list-style-type: none">• Pedestrian and bicycle access should be considered when crossing are closed;• Pedestrian access should be considered in the design or re-design of new at-grade crossings as well as in the design of grade separations:• Providing either safe, legal pedestrian access or fencing to prevent illegal railroad trespassing should be considered in situations where access across the tracks is needed and or used by pedestrians to access businesses, schools, recreational facilities or other frequented locations;• New development near highway-rail grade crossings should avoid residential or commercial driveways within 100 feet of at-grade crossings whenever possible;• Quiet zones should be established by public authority designation using FRA recommended "Supplemental Safety measures (SSMs)" whenever possible at all crossings;• Local jurisdictions are responsible for funding the construction of noise sound barriers or the establishment of quiet zones. Railroads are not required to pay for such noise abatement strategies. <p>Proximity to rail-freight tracks or rail facilities:</p> <ul style="list-style-type: none">• Housing units should be set back from railroad tracks as far as possible to avoid safety concerns which may result from rail operations including derailments, collisions, or possible hazardous materials incidents;• Proximity to railroad tracks and rail yards or other rail facilities such as stations should also be considered for noise, light pollution from rail yards, vibration and diesel fumes from industrial machinery and locomotive engines, security issues and attractive nuisance liability before building hospitals, any type of residential housing, vibration sensitive operations such as high-tech factories, schools, children's playgrounds or				
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			anything that might induce children to trespass across tracks.				
31	Received at TWG Meeting 6/26/14	North Little Rock School District	A new school facility is planned to be constructed in North Little Rock, located near the existing North Little Rock High School Football Stadium, south of I-40 and west of I-30.	Change made. Notation of the new school has been added to the constraints report.	Const. Rpt. Sec. 3.3.1	JLH / 8/21/14 & 8/25/14	✓

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PLANNING AND ENVIRONMENTAL LINKAGES TWG #2 RESPONSE TO COMMENTS



CA0602

Interstate 530 – Highway 67

April 2015



Arkansas State Highway &
Transportation Department



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Project Number:	CA0602
Document:	TWG #2 Meeting (Sept. 25, 2014) and Materials Distributed to TWG Members on USB/Flash Drive
Consultant/Authors:	CA0602 Study Team
Date Submitted for QC Review:	N/A

Cmnt No.	Section/ Page No.	Reviewer	Review Comment	Response	Change	Verified	Agency Verified **
					New Pg.	Initials / Date	
1	Email 10/13/14	Patricia Blick, Assistant Director, Arkansas Historic Preservation Program	Arkansas Historic Preservation Program, AR SHPO: We look forward to further consultation as the alternatives are narrowed and a preferred alternative is selected. We have made preliminary identification of historic properties that may be impacted by the undertaking, and anticipate establishing direct and indirect Areas of Potential Effect in cooperation with the project proponents. Previous correspondence did not note that both Little Rock and North Little Rock are Certified Local Governments and that they should be included as consulting parties as this undertaking moves forward. We plan to coordinate our efforts with the Arkansas Archaeology Survey.	Comment noted. As Certified Local Governments, Little Rock and North Little Rock will be included as consulting parties as the project moves forward into the NEPA phase. As part of the NEPA evaluation, the Environmental Design Consultant shall conduct in coordination with the SHPO, non-archeological historic-age resource studies related to compliance with Section 106 and Section 110 of the National Historic Preservation Act (36 CFR 800), as well as an archeological survey if the footprint of the preferred alternative differs from the initial archeological background study previously performed by AHTD personnel and coordinated with the SHPO in 2014.	N/A	JLH/ 1/8/15	✓



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2	Email 10/09/14	Ann Marie Early, State Archeologist, Arkansas Archeological Survey	<p>I may not have a chance to read all the documents from this meeting before the end of the day, but I do have some comments to offer on what I have read. They pertain to cultural resources as they are associated with likely work along the corridor.</p> <p>I am pleased to see that cultural resources are mentioned, and are included in discussions of potential impacts to human and natural environment. I have read the AHTD archeologist memo in Attachment B2, first document reviewing some elements of known sites and historic documents.</p> <p>My concern is regarding a lack of consideration in the document of potentially NR [National Register] eligible sites that may be under modern developments and currently undocumented. Urban archeology demonstrates worldwide that National Register quality archeological properties can exist under modern developments, and that urban construction can encounter these properties. We do not know what may lie within the project corridor and thus far the documents do not indicate a sensitivity to that fact.</p>	<p>Comment noted. An initial archeology background study was performed by AHTD personnel in 2014. A Request for Technical Assistance was submitted to the SHPO. This initial archeology background study for the proposed project included a 100-foot buffer Area of Potential Effect (APE) on each side of I-30 and I-40 from the existing right-of-way (ROW). An archeological study for potential National Register eligible sites located outside of the APE (and under existing modern developments) is beyond the scope of work for the PEL Study.</p> <p>During the NEPA phase of project development, if the footprint of the preferred alternative differs from the study previously coordinated, additional archeological survey requirements may be required. Accordingly, the Environmental Design Consultant shall coordinate with AHTD to confirm the APE during the development of the NEPA document. The Environmental Design Consultant may prepare an archeology survey, if determined necessary, from the results of the overview report and in consultation with AHTD. The scope of that survey would be developed in coordination with AHTD and SHPO.</p>	N/A	JLH/ 1/8/15	✓
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3	Email 10/09/14	Ann Marie Early, State Archeologist, Arkansas Archeological Survey	The archeological properties currently on record with the Arkansas Archeological Survey do not constitute a full inventory of the properties that may exist even at the current surface of the urban area. No one has searched the length and breadth of the corridor for existing properties visible on the modern surface, or near surface. The current database reflects a fortuitously collected sample of sites reported to this office.	See response to Comment #2.	N/A	JLH/ 1/8/15	✓
4	Email 10/09/14	Ann Marie Early, State Archeologist, Arkansas Archeological Survey	I have found at least one of our recorded archeological sites that lies within the corridor on the maps provided by you and not mentioned in the memorandum in Attachment B2 above. This is the Odd Fellows Cemetery that once stood at the intersection of I-30 and I-40 W, and that was reportedly emptied of remains in advance of the construction of the interstate. There has been controversy over this action and the repopulation of a subsequent cemetery. There is a possibility that features, including graves, might still be present at this location despite subsequent development. The memorandum does not mention this site in its review.	Coordination with AHTD Cultural Resources determined the site of Odd Fellows Cemetery (Site 3PU736) to be located at the northeast corner of W Pershing Blvd. and Orange St. in North Little Rock, which is southwest of the I-40/Hwy. 107 (JFK Blvd.) interchange (location shown in Attachment A). This location is outside of the APE (100-foot buffer on each side of I-30/I-40 existing ROW) assessed as part of the initial archeology background study performed by AHTD personnel in 2014 for the PEL Study. It is unknown at this point in the PEL process if any improvements would be required to the I-40/Hwy. 107 interchange. Should the PEL Recommendations include improvements to this interchange, a Ground Penetrating Radar (GPR) survey would likely be required within the proposed and existing ROW within the area where the cemetery was located. Any additional archeological analysis, if determined necessary, would be completed during the NEPA phase of project development, and the scope of that work would be coordinated with AHTD and SHPO.	See Attach. A of this matrix	JLH/ 1/8/15	✓



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5	Email 10/10/14	Jon Honeywell, Director of Public Works, City of Little Rock	<p>3.1 Purpose and Need</p> <p>3.1.1 Traffic Congestion</p> <p>CLR [City of Little Rock] would like to insure that the measurements for LOS and Travel Time not only apply to the movements through the entire corridor but also the travelers moving from one location to another within the corridor.</p>	<p>Traffic analysis will include a comprehensive multi-modal analysis of traffic congestion along I-30 and the supporting transportation network, primarily within the I-30 PEL study area. Traffic analysis will be for the existing (2014) and projected traffic (2040) using Metroplan's Travel Demand Model (TDM). The traffic analysis will include the I-30/I-40 freeway components, parallel frontage roads and local arterial roads connecting to the freeway. Qualitative traffic congestion measures will be addressed in the Level 2 Screening. Quantitative traffic congestion measures will be evaluated in the Level 3 Screening using a traffic simulation model. The simulation model will analyze travel time to key destinations, travel speed, duration of congestion, vehicle miles traveled (VMT), vehicle hours traveled (VHT), and average delay per motorist both on I-30/I-40 and the supporting local streets. This methodology is described in Section 3.1.4 of the I-30 PEL Study Purpose and Need Report.</p> <p>An evaluation of future travel characteristics has been added to the Purpose and Need Report (Section 3.1.5), which was coordinated with Metroplan using their TDM. Roadway users were subdivided into 1) those with destinations within the study area, 2) those traveling through the study area, and 3) those traveling to and from I-630. Analysis showed that a high percent of the traffic using the I-30 corridor accesses local interchanges along I-30 to downtown Little Rock and North Little Rock or uses I-630. When the through traffic on I-40 is removed, only a small number of trips use I-30 for through traffic.</p>	P&N Tech Report, Sections 3.1.4 (pg. 4) and 3.1.5 (pg. 6)	JLH/ 1/8/15	✓
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6	Email 10/10/14	Jon Honeywell, Director of Public Works, City of Little Rock	<p>3.2 Study Goals</p> <p>3.2.1.2 Improve Local Access to and from Downtown LR and NLR</p> <p>Local agencies should be directly involved in the identification and priority of the access locations used in evaluating this alternative. Local agencies have detailed knowledge of traffic patterns and attractions in the downtown areas.</p>	Local representatives (agency, government, and community) appointed by the Mayors of Little Rock and North Little Rock and the Pulaski County Judge attended a visioning workshop on 11/19/14 where they provided input on access locations, ramping issues, traffic patterns, local attractions, land use plans and other design features to consider when developing and evaluating potential transportation solutions along the I-30/I-40 facility. In addition, the Study Team has been meeting regularly with the city mayors, county judge, and representatives from Metroplan, all Project Partners in the PEL Study. All of these individuals have and will continue to provide valuable planning knowledge used by the Study Team in the development of the proposed alternatives.	N/A	JLH/ 1/8/15	✓
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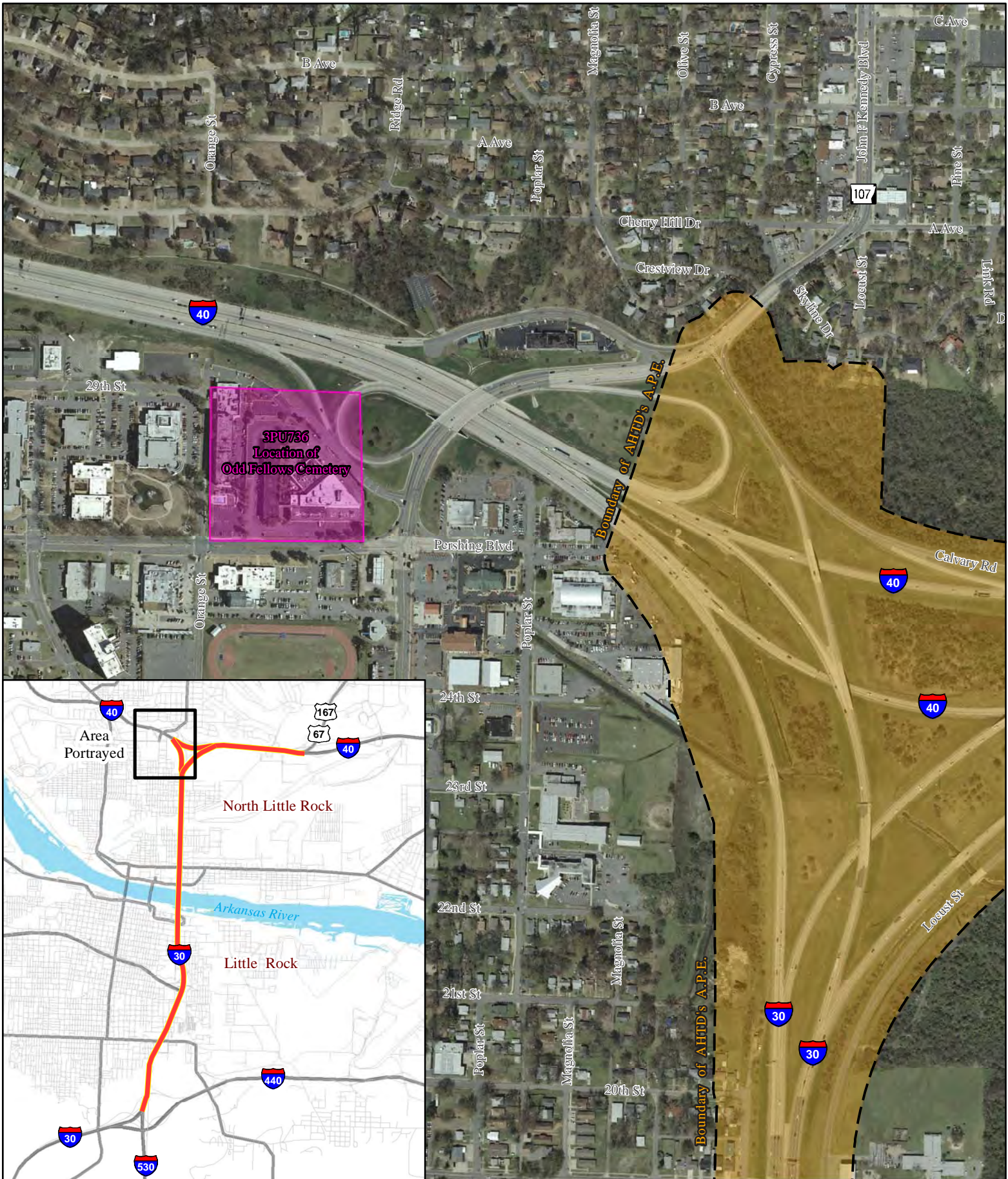
7	Email 10/10/14	Jon Honeywell, Director of Public Works, City of Little Rock	<p>[ASM] 3.2.1.3 Improve Opportunity for East-West Connectivity; Connect Bike/Pedestrian Facilities across I-30/40</p> <p>These goals need to be split into two separate items. Connectivity between the east and west sides of the corridor should encompass not only a physical connection but have aesthetic and visual connectivity also.</p> <p>Elimination of the perceived separation of the east and west downtowns by the controlled access roadway should be a priority for the continued social and economic growth of the area. Locations as outlined on the City's Bike Master Plan should be used in identifying the locations and connections across the corridor.</p>	<p>As part of the ASM, Improve Opportunity for E-W Connectivity (Section 3.2.1.3) and Connect Bike/Pedestrian Facilities across I-30/I-40 (Section 3.2.1.4) have been separated into two different measures. In addition, "Minimize the real, perceived and visual barrier of the freeway" has been added as a guiding principle of the project. The Study Team agrees that connectivity is a multi-faceted issue, encompassing physical and aesthetic aspects. The quality of E-W connections and of bicycle/pedestrian crossings will be evaluated as part of the screening process such that they foster safe connectivity and meet current design standards. Moreover, visioning workshops have been incorporated as part of the PEL process to ensure that the points of E-W connectivity, bike/pedestrian facilities, and other project features are developed in a way that enhance existing and future land uses and incorporate the ideas and priorities for the I-30 corridor as established by local stakeholders. The first visioning workshop was held on 11/19/14 and ideas were shared for improving E-W connectivity, socioeconomic growth, and preserving and enhancing aesthetic, historic and community resources, among other design suggestions (also see Comment #6). During the NEPA/Schematic phase, a second visioning workshop will be held with stakeholders that examines potential context sensitive solutions (CSS) and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and included in the design-build request for proposals, pending AHTD approval. Study Team planners and engineers have and will continue to work with city planners to ensure that city goals for future development, such as those outlined in a bike master plan, are given due consideration and incorporated when practicable.</p>	I-30 PEL Study ASM, Sections 3.2.1.3 and 3.2.1.4	JLH/ 1/8/15	✓
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8	Email 10/10/14	Jon Honeywell, Director of Public Works, City of Little Rock	<p>[ASM] 3.2.1.9 Improve Safety</p> <p>Ramp Spacing - The measurement criteria for this goal does not take into account the existing infrastructure of the downtown corridors. Simply ranking an alternative higher due to lower number of ramps does not provide a realistic picture of the needs of the corridor.</p> <p>Arterial Connection Conflict Points - The same is true for this goal. Careful consideration should be taken in evaluating the impacts of rewarding the lowering the arterial connection points versus the loss of the access to downtown and arterial corridors used in traveling to other parts of the City.</p>	The existing I-30 facility does not meet AASHTO's recommendation for a maximum of two ramps per direction per mile for urban interstates. It is important for any facility improvements to meet these design standards to ensure the safety of motorists. The Study Team agrees that it is also important to understand the existing infrastructure of the Little Rock and North Little Rock downtown areas, and to facilitate quality connections to and from these areas as to accommodate the needs of the study area. Accordingly, the location and design of ramps and arterial connection points has and will continue to be coordinated closely with local city leaders and stakeholders through visioning workshops and meetings of local city and planning officials (see Comments 6 and 7 for description of visioning workshops and Project Partner meetings). Furthermore, it is also a goal of the project to <i>Improve Local Access to and from Downtown Little Rock and North Little Rock</i> . As part of this goal, alternatives will be evaluated based on their ability to provide improved access and travel time into the downtown areas.	N/A	JLH/ 1/8/15	✓
9	Annotated Document 10/15/14	Jim McKenzie and Casey Covington, Metroplan	A workshop was held on 10/15/14 between Metroplan and the I-30 PEL Study Team to discuss comments on the Purpose and Need Report. Metroplan provided their comments electronically via track changes in the Purpose and Need Report, which is attached to this comment response matrix.	Responses to Metroplan's comments are provided in the same track changes version of the I-30 PEL Purpose and Need Report provided by Metroplan, which is attached to this comment response matrix (Attachment B).	See Attach. B of this matrix	JLH/ 1/8/15	✓

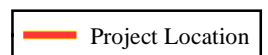
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AHTD - Environmental GIS - Strawn
December 10, 2014

Job CA0602.
I-530 - Hwy. 67 (Widening & Reconst.)
(I-30 & I-40).
Pulaski County.



Photography: 2013 AHTD Little Rock Orthophotos

Attachment A

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PLANNING AND ENVIRONMENTAL LINKAGES PURPOSE AND NEED TECHNICAL REPORT



CA0602
Interstate 530 – Highway 67

December 2014



Arkansas State Highway &
Transportation Department



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ATTACHMENTS

Attachment A	Background Information
Attachment B	Traffic Data
Attachment C	Safety Data Roadway Data
Attachment D	Roadway and Bridge Data
Attachment E	References

Comment [AE1]: Re-organized Attachments C and D to match the re-organization of Project Needs suggested by Metroplan in the document. All roadway related data (safety and structural and functional roadway deficiencies) is presented in Attachment C. All bridge related data (navigational safety and structural and functional bridge deficiency data) is presented in Attachment D.

1.0 INTRODUCTION

This document provides background information and data to support the purpose and need for improvements along I-30 from I-530 to I-40 and along I-40 from the I-30/I-40 interchange to United States Highway 67/167 (Hwy. 67/167). Data and analysis from previous studies, as well as an assessment of current and future conditions, are provided to assist in defining the key problems and potential solutions to address future mobility needs within the study area. The purpose and need discussed in this document is part of the Planning and Environmental Linkages (PEL) Study process.

2.0 BACKGROUND

2.1 I-30 PEL Study Area

The proposed I-30 PEL study area is located in central Arkansas, and stretches approximately 6.7 miles through Little Rock and North Little Rock. The study area begins at I-530 in the south, extends to I-40 in the north, and then east along I-40 to its interchange with Hwy. 67/167 in North Little Rock, as detailed in **Attachment A-1**.

2.2 Previous Studies and Planning Context

A number of studies have been completed that provide background on the study area. The most recent and relevant to the study area is the *Central Arkansas Regional Transportation Study Areawide Freeway Study, Phase 1 Arkansas River Crossing Study* from 2003. Other past relevant studies, summarized in **Attachment A-2**, include:

- Central Arkansas Regional Transportation Study (CARTS), Areawide Freeway Study, Phase 1 Arkansas River Crossing Study Final Report and Phase 2 Areawide Study, 2003;
- River Rail Airport Study, Phase 2 Final Report, 2011;
- I-630 Fixed Guideway Alignment Study, 2010;
- The Six Bridges Framework Plan 6 Bridges Study, late 1990s; and
- I-630 (from I-430 to I-30) Final Environmental Impact Statement (FEIS), 1978.

2.3 Regional Planning Context

Metroplan, the Metropolitan Planning Organization (MPO) for central Arkansas is responsible for long-range transportation planning for central Arkansas. The most recently approved long range metropolitan transportation plan (LRMTP) is *Metro METRO 2030.2*, adopted March 24, 2010. The MPO policy on freeway system capacity improvements, as reflected in METRO 2030.2 and other policy documents, is to build the regional freeway system to six through lanes and to meet demand over that capacity with a robust regional arterial network and public transit. -The strategy behind the policy, -is to use finite resources to achieve transportation system balance once the regional freeway network is built out to six through lanes. METRO 2030.2 does identify the freewayinterstate-to-interstate/highway freeway-interchanges at I-40/US6Hwy. 67/Hwy. 167, I-40/I-30 and I-30/I-530/I-440 as in need of reconstruction to add capacity and improve safety. It also mentions the segment of I-30 between the North Terminal (I-30/I-40 interchange) and South Terminal (I-30/I-530/I-440 interchange) interchanges as needing study because of the very high number of interstatefreeway-to-

~~interstate/highway/freeway interchanges and freeway/interstate/highway-to-arterial interchanges in that those five miles of highway/interstate.~~

-A description of planned improvements within the study area as well as how the proposed PEL study relates to the LRMTTP is presented in **Attachment A-3**. Metroplan's Policy on Freeways and Expressways is presented in Attachment A-4.

Comment [AE2]: Per Metroplan's suggestion, added text related to Metroplan's Policy on Freeways and Expressways (included in Attachment A-4).

With a view towards achieving consistency with local and regional planning efforts, it is anticipated that the PEL process and its subsequent recommendations will be submitted to the MPO to inform future updates/amendments to the LRMTTP financially constrained plan and to the CARTS Transportation Improvement Program (TIP), as well as to the Arkansas State Highway and Transportation Department (AHTD) to inform future Statewide Transportation Improvement Program (STIP) updates/amendments. Additionally, the PEL process and associated documents will be developed in accordance with the CARTS Agreement of Understanding between Metroplan and the local jurisdictions and transit authorities, which is included in **Attachment A-54**.

3.0 NEED FOR IMPROVEMENTS IN THE PEL STUDY AREA

The following sections provide a summary of the current and future conditions in and around the study area which support the need for improvements to the I-30 corridor, with additional supporting data provided in the referenced appendices. These needs include:

- Traffic Congestion (Section 3.1);
- ~~Roadway and Navigational~~ Safety Issues (Section 3.2);
- Roadway Structural and Functional Deficiencies (Section 3.3)
- ~~Navigational Safety Issues (Section 3.4) and~~
- Structural and Functional Roadway and Bridge Deficiencies and Navigational Safety Issues (Section 3.53).

Comment [AE3]: Change made. Per Metroplan's request, document re-organized so that Roadway issues are discussed sequentially and bridge/navigation issues are discussed sequentially.

3.1 Traffic Congestion

~~Traffic was analyzed along I-30 and I-40, with the I-30 limits extending from the I-30/I-530/I-440 interchange to the south to the I-30/I-40 interchange to the north; and the I-40 limits extending from the I-30/I-40 interchange to the west to the I-40/Hwy. 67/Hwy. 167 interchange to the east.~~

Comment [AE4]: For organizational purposes, moved this description of the traffic study area from the traffic demand section to the beginning of the traffic congestion section.

3.1.1 Traffic Demand

~~I-30 and I-40 within Little Rock and North Rock are the As one of the most heavily traveled roads in Arkansas, with I-30 principally serving not only provides local access between Little Rock and North Little Rock (including I-630) and I-40 serving a mix of through and local trips, but also serves the longer distance commuter and through trips extending beyond the greater metropolitan area. I-30 and I-40 serves as a part of the interstate transportation system that connects six interstates within the Little Rock and~~

Comment [AE5]: Change made per Metroplan's suggested language.

North Little Rock metropolitan area (I-40 northwest, I-40 northeast, I-630, I-30 southwest, I-530 and I-440) and to the larger region. Metroplan maintains the regional travel demand model, which is a tool that forecasts traffic demand and travel characteristics based on future land use assumptions developed by the community.

Comment [AE6]: The six interstates within LR and NLR that I-30 and I-40 connect were added for additional clarification.

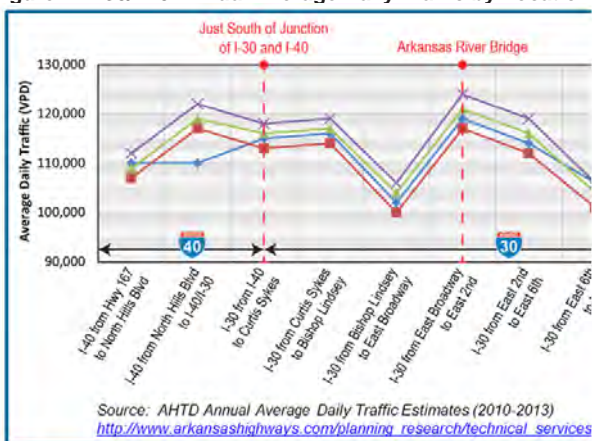
The Study Team coordinated with Metroplan on the travel demand model, which determined that future motorist trip characteristics are substantially different for traffic on the I-40 section of the corridor than on the I-30 section of the corridor. On I-40, a much higher percentage of the traffic is composed of through trips (xx percent) traveling through the study area. While as opposed to only 18% indicate approximately 43 percent of I-30 daily traffic 82% is to be destined for locations within/outside of the I-30 PEL study area, abutting business districts, and I-630 (outside of the central business districts and abutting job centers).⁴ Additional details outlining the regional significance of I-30 are presented in **Attachment B-1**.

Comment [AE7]: Because this text relates to roadway users and trip characteristics, it was moved to a new section, Section 3.1.5 (Roadway Users), and modified with suggestions from Metroplan.

Traffic was analyzed along I-30 and I-40, with the I-30 limits extending from the I-30/I-530/I-440 interchange to the south to the I-30/I-40 interchange to the north; and the I-40 limits extending from the I-30/I-40 interchange to the west to the I-40/Hwy. 67/Hwy. 167 interchange to the east. Daily traffic demand along I-30/I-40 is depicted in **Figure 1**. In order to ensure that the trends are typical, multiple years of data (2010 - 2013) from AHTD were included in the traffic demand analysis.

As shown in **Figure 1**, 2013 traffic volumes on I-30/I-40 range from 94,000 to 119,000 daily vehicles. As expected, the I-30 Bridge has the highest volume at 119,000 daily vehicles.

Figure 1. I-30/I-40 Annual Average Daily Traffic by Location (2010 – 2013)



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Stakeholder & Public Input

- Weaving problems
- Peak hour mainline congestion
- Congestion on some arterial roadways
- Short ramp and acceleration/deceleration lanes
- Substandard interchanges
- Maintenance problems related to lighting
- Too many on-ramps and off-ramps that are spaced too closely together
- Heavy pedestrian/vehicle conflict at Cantrell Interchange
- Signage/wayfinding improvements needed
- Some interchanges do not have full access
- Discontinuous frontage roads
- Separation of local and through traffic
- Reconnect neighborhoods
- Reclaim land for both park and economic purposes
- Interstate is a barrier to bikes and pedestrians
- Other modes of transportation are needed

⁴ Source: Metroplan 2040 Travel Demand Model.

3.1.2 Capacity and Traffic Operations

Motorist mobility and traffic operation problems were based on stakeholder and public input, field observations and technical analysis.

Stakeholder input was obtained via interviews conducted with staff from the Cities of Little Rock and North Little Rock, Metroplan and AHTD in May 2014; and public input was obtained through public meetings held on August 12th and 14th of 2014 in North Little Rock and Little Rock, respectively. Field observations were conducted in the I-30/I-40 study area by driving during the morning and afternoon peak periods in May 2014. A summary of stakeholder and public input, as well as field observations are provided in the adjacent inset boxes. A more comprehensive listing of stakeholder input and field observations are presented in **Attachments B-2** and **B-3** respectively; and feedback obtained from the public meetings is presented in **Attachment A-56**.

Field Observations

- Most congestion on mainline
- Congestion at a few interchange ramp and arterial cross street intersections during peak periods, as observed by long vehicle delays and queues
- Consistent congestion on I-30 Bridge during all AM (westbound) and PM (eastbound) peak hour movements
- Lanes into Little Rock generally congested in the AM and outbound lanes generally congested in PM
- Mainline bottlenecks observed near Curtis Sykes, Broadway, Cantrell/Clinton and I-630 due to ramps backing up onto the I-30 mainline.



3.1.3 Causes of Congestion

Observed congestion on I-40 is primarily related to 1) the weaving of through traffic on I-40 between I-30 and Hwy. 67, 2) queuing from I-30 that spills onto I-40, 3) traffic demand, and 4) non-recurring congestion such as accidents.

Observed congestion on I-30 is primarily caused by 1) high volume merge/diverge ramps at I-630 and Hwy. 10) and inadequate merge distances, 2) number and location and proximity of ramps resulting in high weaving volumes, 3) conflicts between through and local traffic, and 4) high traffic volumes that exceed available capacity, and 5) non-recurring congestion such as accidents.

3.1.4 Level of Service Traffic Analysis

Technical Traffic Analysis 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). The traffic analysis will include level of service (LOS) operational analysis of the I-30/I-40 mainlines, ramps, weaving, cross roads, and frontage roads. Other mobility measures will include travel time to key destinations, travel speed, duration of congestion, vehicle miles traveled (VMT), vehicle hours traveled (VHT), and average delay per motorist. included an evaluation of level of service (LOS) operations, based on Highway Capacity Manual (HCM) methodology for the I-30/I-40 mainline for the existing traffic (2013) and projected No Action conditions (2040) using forecasted traffic data derived from historical trends. This Level of Service is used to identify were problems existing or may exists in the future and consequently improvements should be evaluated. More detailed traffic forecasts; operational analysis of I-30/I-40 mainlines, cross roads and ramps; and measures of effectiveness, such as travel time to key destinations, travel speed, vehicle miles traveled, vehicle hours traveled and average delay per motorist, will be performed as the PEL study progresses.



Comment [AE8]: A new section "Causes of Congestion" was added per Metroplan suggestion. In addition to Metroplan's suggestions, the Study Team added traffic demand as a cause of congestion on I-40 and non-recurring congestion as cause of congestion on I-40 and I-30.

Comment [AE9]: Metroplan suggested revising the section heading to Level of Service. Retained the Traffic Analysis heading because the context of this section was revised to discuss the comprehensive traffic analysis to be completed as part of the I-30 PEL Study, per the suggestion of Metroplan in Comment JM11.

Comment [AE10]: Per Metroplan Comment JM11, revised the context of this section to discuss the comprehensive traffic analysis to be completed as part of the I-30 PEL Study.

Table 1. LOS Designations

LOS is a standard Federal Highway Administration (FHWA) and AHTD measure of traffic flow. LOS is a letter designation that describes the quality of traffic flow on a particular type of roadway. As shown in Table 1, LOS is represented by the letters "A" (most favorable) through "F" (least favorable). Figure 2 presents a summary of the LOS conditions on I-30/I-40. AHTD's desirable design year LOS is D. Under existing

Table 1. LOS Designations

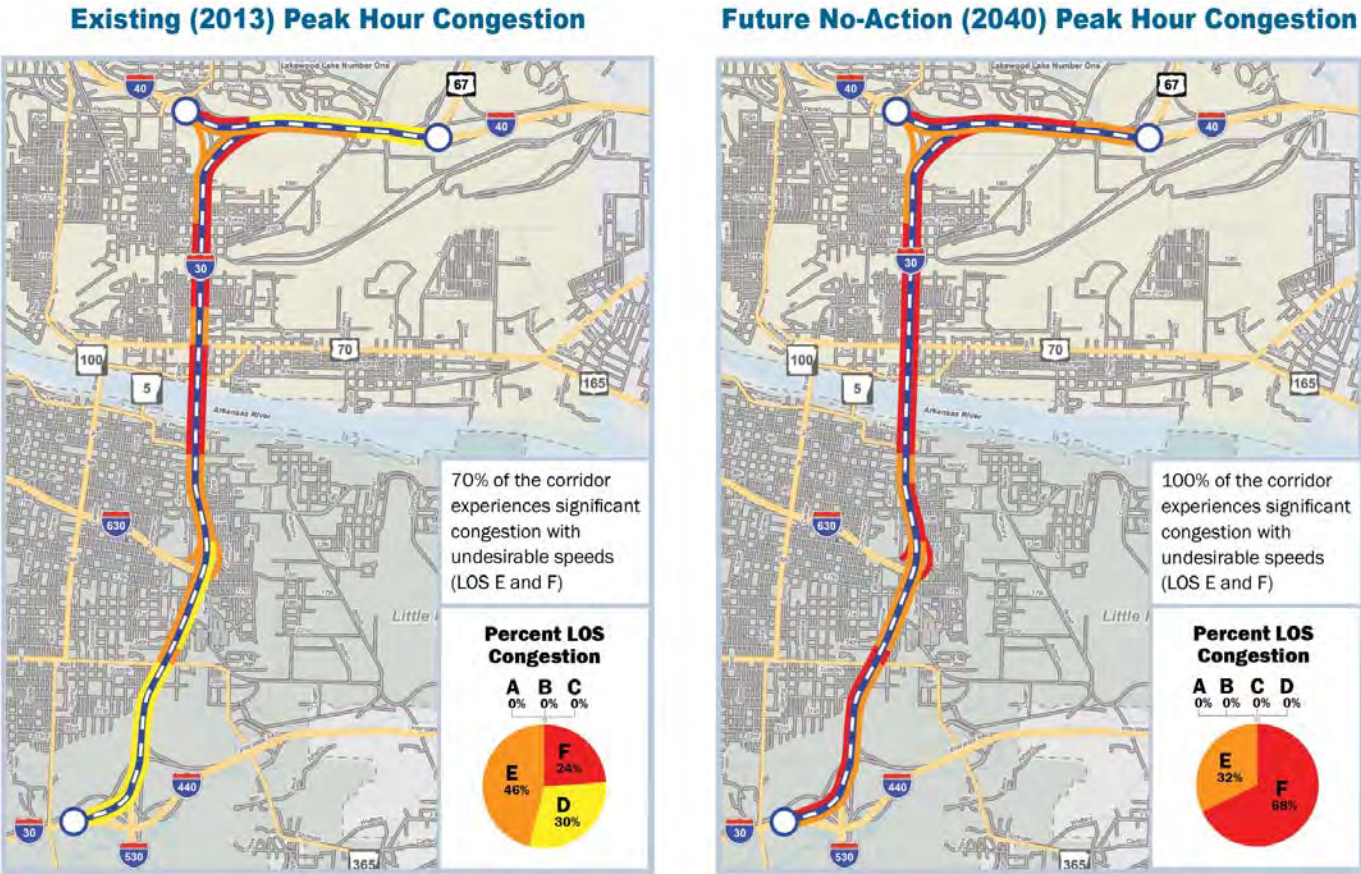
A	Free Flow Traffic No Delays
B	Light/Moderate Traffic No Delays
C	Steady Traffic Minimal Delays
D	Speeds Begin to Decline Minimal Delays
E	Traffic at Capacity Significant Delays
F	Heaviest Congestion Considerable Delays

conditions, 70 percent of the corridor experiences severe congestion with undesirable speeds (LOS E and F). This percentage increases to 100 percent by 2040 under future No-Action conditions. Without improvements, many sections of I-30 are anticipated to operate under 20 miles per hour (mph) during peak periods. A more detailed breakdown of existing (2013) and future (2040) LOS is presented in **Attachment B-4**. As previously described, the traffic analysis will involve measures of mobility other than LOS, to be completed during subsequent phases of the PEL process. As these analyses are completed, they can be incorporated as part of the purpose and need via attachment or addendum, and will be included as part of the I-30 PEL Traffic and Safety Analysis and PEL Final Report.

Comment [JM11]: Remove or expand significantly to discuss limitations of LOS, how LOS is to be measured, the LOS design standard being used and the system implications of that and the other methods of analysis that will be used and how the results will be weighted to use in evaluating alternatives.

Response: While LOS does have limitations, it is a standard FHWA and AHTD measure of traffic flow. Accordingly, and as acknowledged by the revisions in this section, additional measures of effectiveness will be evaluated as part of the I-30 PEL traffic analysis to ensure a comprehensive evaluation of the network. The Study Team will use Metroplan's model to understand the system implications of the proposed improvements. Document also revised to include AHTD's LOS design year standard of practice. AHTD has indicated to Metroplan that they will consider the trade-offs of using LOS E as the design threshold when determining the PEL recommendations.

Figure 2. Comparison of Existing and Future No-Action LOS for I-30/I-40



Notes: Future 2040 traffic demand grown by one percent annually based on historical trends.

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3.1.33.1.5 Roadway Users

Roadway users are subdivided into 1) those with destinations within the study area, 2) those traveling through the study area, and 23) those traveling to and from I-630, and 3) those with destinations within the study area. Each of these users has different transportation needsexpectations of congestion within the corridor, as described below.

1) **Local Access** – Local access trips include those with destinations within the I-30 PEL study area. For local access trips providing a reliable travel time, safe merging opportunities and access to jobs and/or entertainment in Little Rock and North Little Rock is paramount.

4) **Through Trips** – Through trips include those drivers that travel from the North Terminal ~~(I-40)~~ to the South Terminal ~~(I-530/I-440)~~ interchanges. For through trips, congestion is related to slower travel speeds and conflicts that are caused by local traffic on I-30.

2) **Travel to/from I-630 -**

3) Trips traveling to and from I-630 are interregional trips and likely use I-630 to access downtown Little Rock. These trips ~~and are willing to accept a higher level of congestion than through trips.~~ These interregional trips are concerned with delay and safe merging ~~and diverging to and from onto I-30.~~ These drivers would like to minimize conflicts with traffic using local ramps.

The Study Team coordinated with Metroplan using the travel demand model, which determined future 2040 motorist trip characteristics for traffic on I-30 and I-40. **Table 2** shows that a high percent of the traffic using the I-30 corridor accesses local interchanges along I-30 to downtown Little Rock and North Little Rock or uses I-630.² When the through traffic on I-40 is removed, only a small number of trips use I-30 for through traffic. The table does not include local interchange to local interchange trips, but these trip patterns are expected to be low.

Table 2. I-30 Estimated Daily Trip Characteristics in 2040^{1, 2}

Trip Type	I-30	From I-40 WB
Local Access	45%	71%
Through ² Trips ³	17%	4%
Travel to I-630	38%	25%
Total Trips	100%^{4,5}	100%^{4,5}

Notes: ¹ Metroplan 2040 Travel Demand Model; ² Figures B-1 through B-1c in Attachment B-1 further illustrate trip characteristics along I-30. ³ Through trips are vehicle trips that start and end outside the PEL study limits (External trips are considered vehicle trips that are outside the PEL study limits); ⁴ Does not include local to local trips.

Details outlining the regional significance of I-30 are presented in **Attachment B-1.**

Comment [CC12]: In the discussion of congestion a new section (similar to this) should be added that discusses the different expectations of drivers

Response: Per Metroplan suggestion, a new section entitled "Roadway Users" was added to the document.

Comment [AE13]: This text was moved from Section 3.1.1 (Traffic Demand) to Section 3.1.5 because it relates to roadway users and trip characteristics. Original text was modified with suggestions from Metroplan, and a new table (Table 2) was added to further illustrate anticipated trip characteristics for the study area.

² Source: Metroplan 2040 Travel Demand Model.

3.2 Roadway Safety

3.2.1 Existing Conditions

Crashes from 2010, 2011, and 2012 (the latest three years of available data) were reviewed along I-30 from the I-30/I-530/I-440 interchange to the south to the I-40/Hwy. 107/JFK Boulevard interchange to the north; and along I-40 to just east of the I-40/Hwy. 67/Hwy. 167 interchange. Of the total crashes from 2010 – 2012, approximately 1/3 occurred during the PM peak period from 3:30 PM – 6:00 PM, 1/3 occurred during the daytime hours from 8:30 AM – 3:30 PM; and the remaining 1/3 occurred either during the AM peak period from 6:30 AM – 8:30 AM and/or during the nighttime hours from 6:00 PM to 6:30 AM. Crash rates were calculated for total collisions (all severity types) as well as fatal (K) and serious injury (A) collisions (KA Crash Rate). A detailed breakdown of the safety analysis is presented in Attachment C-1 and a summary of the results is presented in Table 3.

Table 3. Crash Numbers and Rates along I-30/I-40

Year	# Crashes		Crash Rate per MVMT ¹		Arkansas Average Crash Rate <u>for 6-lane Urban Interstates</u>		Conclusions
	All Severity Types	KA ²	All Severity Types	KA	All Severity Types	KA	
I-30 from I-530/I-440 to I-630							
2010	99	8	2.19	0.18	1.53	0.06	Total crash rates (all severity types) were slightly higher compared to other 6 or more-lane urban interstates in Arkansas. KA crash rates were generally higher than the statewide average.
2011	62	2	1.37	0.04	1.22	0.06	
2012	64	6	1.42	0.13	0.95	0.05	
I-30 from I-630 to I-40							
2010	471	9	4.74	0.09	1.53	0.06	Total crash rates (all severity types) were three to four times higher compared to other 6 or more-lane urban interstates in Arkansas. KA crash rates were also elevated reaching as high as four and a half times the statewide average.
2011	371	21	3.81	0.22	1.22	0.06	
2012	406	14	4.31	0.15	0.95	0.05	
I-40 from I-30 to Hwy. 67/Hwy. 167							
2010	66	3	0.94	0.04	1.53	0.06	Total crash rates (all severity types) were slightly lower compared to other 6 or more-lane urban interstates in Arkansas, though still higher than desired. KA crash rates were slightly higher than the statewide average.
2011	75	7	1.09	0.10	1.22	0.06	
2012	58	6	0.85	0.09	0.95	0.05	

Notes: ¹ MVMT = million vehicle miles traveled; ² KA = fatal (K) and serious injury (A) collisions

Source: AHTD and Arkansas State Police Database

As shown in Table 3, both the overall and the KA crash rates are much higher than the Arkansas average crash rate for 6 or more-lane urban interstates. This study area

Comment [AE14]: After discussion between the I-30 PEL Traffic and Safety Study Team and Metroplan, it was determined that the Study Team would review the safety data to see what time of day crashes were occurring. Text inserted into document to illustrate these findings.

Comment [CC15]: Focus on these

Response: Greater detail on KA Crashes added to Section 3.2.1 (see additional text and figures in this section)

Comment [CC16]: Is this other similar statewide facilities, if so it should say such

Response: Added "for 6-lane Urban Interstates" in the column title.

Comment [CC17]: This is the only thing that really says there is a problem, however it is unclear what the cause is –

Response: Additional detail related to the causes of crashes added to Section 3.2.1 (see additional text and figures in this section).

1 | experienced 6 fatal collisions and 70 serious injury collisions from 2010-2012. These
2 crash rates demonstrate a need for improvements along I-30/I-40. Some key locations
3 on I-30/I-40 in the study area exhibited large clusters of crashes over the three year
4 analysis period (2010 – 2012). For example, **Figure 3** shows that in 2012, crashes
5 were particularly concentrated along the I-30 mainline at the following locations (south
6 to north): along I-30 at the I-630 interchange (30 crashes), at 9th Street (38 crashes), on
7 the Arkansas River Bridge (58 crashes), near E. Washington Avenue (49 crashes), at
8 East Broadway Street (41 crashes), and at Curtis Sykes Drive (46 crashes); and along
9 the I-40 mainline at North Hills Boulevard (52 crashes). Similar crash trends were
10 generally exhibited at these locations in 2010 and 2011, with a particularly high number
11 of crashes experienced in 2010 along the I-30 mainline at E. Broadway Street (80
12 crashes) and Curtis Sykes Boulevard (76 crashes) in North Little Rock. The number
13 and location of crashes experienced along the I-30/I-40 mainline and cross-
14 streets/ramps within the study area for 2010 - 2012 are graphically depicted in
15 **Attachment C-1**.

16 **Figure 3. Numbers of Crashes on I-30/I-40 Mainline in 2012**
17

Comment [AE18]: Per Metroplan comment CC15 and CC17, added text related to KA crash rates.

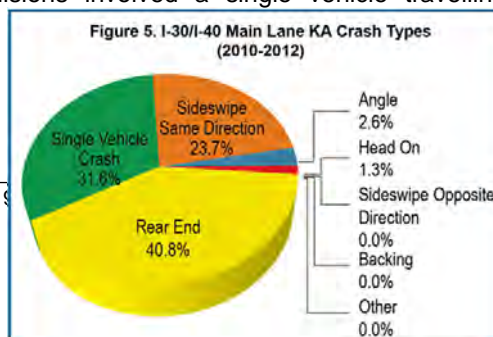


Comment [CC19]: Further evaluation of crashes from the river north is needed to evaluate if impact of proposed improvements on safety

Response: Additional detail on causes of crashes north of the Arkansas River provided in Section 3.2.1 and illustrated in Figures 7 and 8 below.

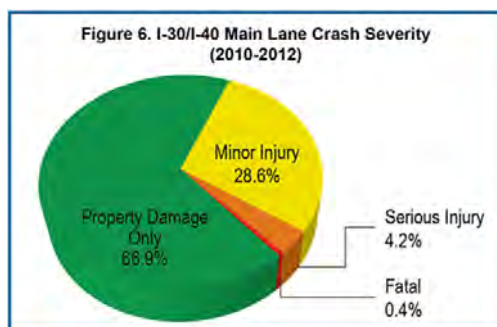
The safety analysis also evaluated the locations of only fatal and serious injury (KA) crashes, as detailed in **Attachment C-2**. The segment of I-30 between I-630 and I-40 experienced the most serious injury crashes over the three year analysis period; 43 total serious injury crashes from 2010 – 2012. In regard to fatal crashes, the interchange of I-40/Hwy. 67/Hwy. 167 experienced two fatal collisions in 2011 and one fatal collision in 2010. All three of these crashes were rear-end type collisions, and two of the three occurred in the westbound direction. Two fatal collisions occurred along I-30 during the three years analyzed: one near 19th Street in 2012 and one at the interchange of I-30 and I-630 in 2010. Both of these collisions involved a single vehicle travelling westbound, and one collision cited alcohol as a contributing factor.

Evaluating collisions by type gives further insight into the reasons that collisions



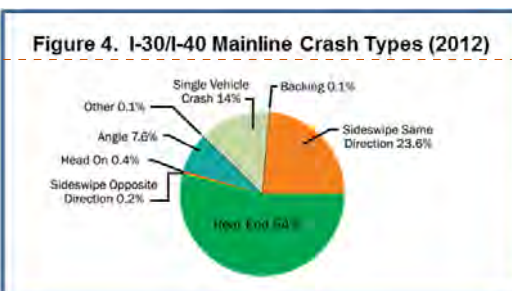
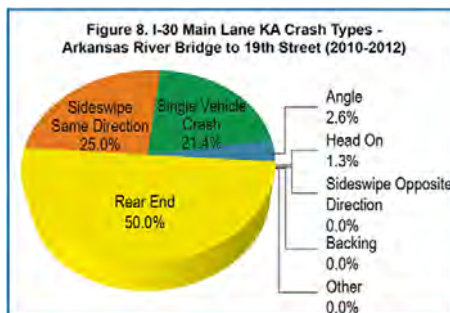
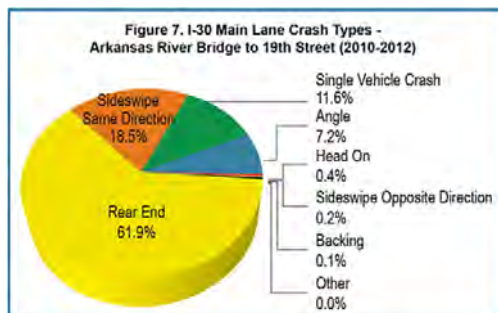
occurred. **Figure 4** depicts the types of crashes experienced along the I-30/I-40 mainline from 2010-2012, the majority of which were rear end collisions followed by sideswipe (same direction) collisions. **Figure 5** shows a similar pattern for KA crashes with rear-end collisions being most predominant. However, the KA crashes showed single vehicle crashes being the second most common followed by sideswipe (same direction) crashes. When evaluating crash severity, the majority of mainline crashes along I-30 and I-40 involved property damage or resulted in minor injuries. Serious injury and fatal crashes accounted for 4.2 percent and 0.4 percent of overall crashes, respectively, from 2010-2012, as shown in **Figure 6**.

As was demonstrated in **Figure 3**, large clusters of crashes occurred along I-30 north of the river. Accordingly, crashes from the I-30 Arkansas River Bridge to 19th Street were evaluated separately by crash type and KA crash type as shown in **Figures 7** and **8**. As these figures show, this area experienced especially high percentages of rear-end collisions, most likely attributable to congestion. Sudden stops often occur due to slowing traffic and lengthy queues on the mainline, leading to rear-end collisions. Congestion also likely attributes to sideswipe (same direction) collisions, as impatient vehicles switch lanes suddenly or as merging vehicles experience difficulty finding adequate gaps in traffic for safe merging.



Comment [AE20]: Per Metroplan comments CC15 and CC17 above, additional detail related to crash causes and KA crashes added to discussion.

Comment [AE21]: Per Metroplan comment CC19, additional detail on causes of crashes north of the Arkansas River added to discussion.



Comment [CC22]: Why is this just 2012, a similar map should be prepared with just KA Crashes

Response: Document revised to include data spanning 2010 – 2012, the latest safety data available at the time of the analysis. A new graphic, Figure 5, and associated discussion was added to illustrate KA crash types.



Comment [CC23]: Why is this just 2012

Response: Document revised to include data spanning 2010 – 2012, the latest safety data available at the time of the analysis. New graphics, Figures 4 and 6, and associated discussion, was added to this section.

Collision types were also evaluated along I-30/I-40. Figure 4 depicts the types of crashes experienced along the I-30/I-40 mainline in 2012, the majority of which were rear end collisions and sideswipe (same direction) collisions.

When evaluating crash severity, the majority of mainline crashes along I-30 and I-40 involved property damage or resulted in minor injuries. Serious injury and fatal crashes accounted for 3.8 percent and 0.3 percent of overall crashes in 2012, respectively, as shown in Figure 5.

Wrong-Way Collisions

Each year, AHTD conducts a review of all wrong-way crashes on freeway systems within Arkansas. The reviews for 2010, 2011, and 2012 were investigated to identify any wrong-way collisions occurring within the study area. Upon investigation, no wrong-way collisions were identified within the study area in 2010. In 2011, one wrong-way collision was reported at the I-30/I-630 interchange. The driver at fault was driving westbound on the I-30 eastbound lanes and caused a sideswipe-opposite direction collision that resulted in property damage only. According to the police report, the driver most likely entered I-30 the wrong way via the Exit 140 off-ramp which connects to a frontage road that provides access to 9th Street and 12th Street. All pavement markings and signs were in place according to the Manual of Uniform Traffic Control Devices (MUTCD)³ standards, but according to the police

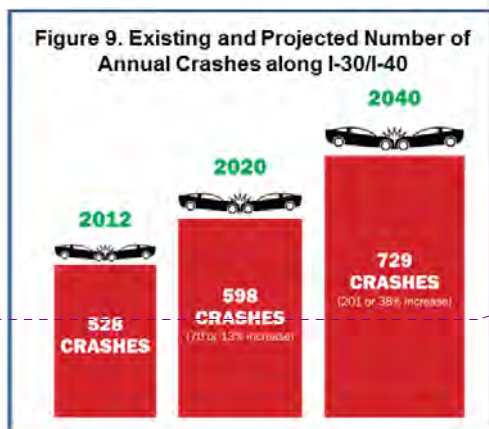
³ The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The

report, additional signs were needed and some signs were in need of replacing in order to meet AHTD standards. The collision occurred at night, therefore the unusual geometry of this ramp with the frontage road along with the reduced visibility during the night likely both contributed to this collision. In 2012, a head-on collision occurred in this same location. This driver was intoxicated, and the collision resulted in incapacitating injuries. Upon reinvestigation of this site, all signs and pavement markings were found to be in conformance to MUTCD and AHTD standards at the exit ramp. However, plans were made to increase the size of the *Do Not Enter* sign from 36"x36" to 48"x48" and to install a 54"x18" *One Way* sign on the east side of the road. In addition, plans were made to replace the *Wrong Way* signs prior to the 9th Street and 12th Street intersections to be consistent with AHTD standard sizes and to install a *Wrong Way* sign prior to the 10th Street intersection.

~~3.2.2~~

3.2.33.2.2 Future No-Action Conditions

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. While existing crash rates may not actually remain constant into the future, the existing crash rate was used as a conservative value. Due to vehicle-to-vehicle (V2V) communication technologies and other safety features in the auto industry, the actual number of crashes could be less than the projection. This analysis assumed that roadway conditions and all other factors would remain the same and that no safety measures would be implemented. 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. Average crash rates and projected numbers of crashes under future No-Action conditions for 2020 and 2040 along I-30/I-40 are further detailed in Attachment C-1.



Comment [CC24]: Crashes is an existing issue and it is unrealistic to expect the rate to remain the same into the future

Response: While existing crash rates may not actually remain constant into the future, the existing crash rate was used as a conservative value. For clarification purposes, text explaining this was added to this section.

Comment [JM25]: 38% increase over 2012 or 2020 numbers?

Response: Document revised to explain that the 38% increase was over 2012 numbers.

In addition to vehicular crashes, pedestrian and bicycle crashes were evaluated from 2001 to 2010, which are summarized below and detailed in Attachment C-3:⁴

- High concentration of pedestrian crashes at Broadway Street interchange in North Little Rock and Markham Street interchange in Little Rock (near ramp termination at Cumberland Street);

MUTCD is published by the ~~Federal Highway Administration (FHWA)~~ under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. Source: <http://mutcd.fhwa.dot.gov/>

⁴ Source: Metroplan's *CARTS Pedestrian/Bicyclist Crash Analysis* (January 9, 2012). Pedestrian and bicycle crash data obtained from the Arkansas State Police Database.

- Several bicycle crashes at the Curtis Sykes interchange area; and
- Bicycle/pedestrian fatalities: I-630 interchange (one), Broadway Street interchange (one), between the I-30/I-40 interchange and North Hills Boulevard interchange (three); and the Hwy. 67/Hwy. 167 interchange (one).

3.3 Structural and Functional Roadway Deficiencies

3.2.43.3.1 Structural Roadway Deficiencies

Cracks are usually the first noticeable sign of pavement deterioration, causing a rough ride and also allowing water to seep into the base beneath the pavement. If cracked pavement is not repaired in a timely manner, water entering the cracks causes the pavement to deteriorate more rapidly, leading to unsafe conditions for the driver.

The 2012 existing surface conditions show moderate to severe levels of cracking along the I-40 and I-30 facilities. Details about the different types of roadway distress experienced along I-30/I-40 are provided in **Attachment D-4C-4**. Portions of I-30/I-40 in the study area will likely require some level of pavement rehabilitation within the expected timeframe of this project to meet adequate structural performance for the typical 20 year design life utilized for pavement analysis.



Comment [JM26]: On the surface this appears to be just another case of poor maintenance UNLESS there is underlying issues with the base or reflective cracking from the original concrete surface that should be replaced.

Response: The existing concrete pavement beneath the asphalt overlay was constructed back in the 1960s, and has experienced deterioration over the last 50 years of use. AHTD has periodically milled and overlaid the pavement with asphalt as needed, but there has not been a complete reconstruction performed on the underlying concrete structure since it was built in the 1960s. Much of the cracking in the asphalt is due to reflective cracking from the joints in the concrete pavement. Note that Falling Weight Deflectometer (FWD) measurements have been taken along the project corridor. Once the data analysis is complete, additional data supporting this need can be incorporated into this technical report. No change to the document at this time.

3.2.53.3.2 Functional Roadway Deficiencies

Functional deficiencies are features that prevent the roadway from handling the normal traffic volume expected of a major highway. Functional deficiencies within the study area include the following, which are illustrated and mapped in Attachment C-5:

- 8 locations with curves that do not meet design standards;
- 9 locations with inadequate shoulder widths ~~(see above photo)~~, including;
- 2 locations where the curb and gutter is immediately adjacent to the travel lanes⁵ ~~(see above photo in Section 3.3.1)~~;
- 10 ramps lack recommended lane lengths and/or are below standard acceleration/deceleration and taper lengths; and

*Typically, the desired ramp spacing in an urban area is defined as two ramps per direction per mile. **

This corridor has 33 ramps in a five mile section – That is 70% higher than the recommended number.

* Based on the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets (2004)

⁵ Current design standards recommend that curb and gutter not be placed adjacent to travel lanes on high speed facilities because of potential safety issues, such as a vehicle vaulting upward and losing control from hitting the curb.

- 12 locations lack required spacing to safely allow weaving operations between entrance/exit ramps.

Additionally, one major weaving area of concern is located between the I-30/I-40 interchange and the I-40/Hwy. 67/Hwy. 167 interchange. This movement is complicated by the existence of the North Hills Boulevard interchange located within this weaving section, which is less than a mile from the adjacent interchanges. ~~Given the roadway deficiencies and heavy traffic volume on this area of I-40, the 2003 CARTS Phase II Areawide Freeway Study recommended I-40 east of the I-30/I-40 interchange to the I-40/Hwy. 67/Hwy. 167 interchange be improved to five lanes in each direction.~~

3.4 Navigational Safety

The I-30 Bridge is one of six bridge structures that cross the McClellan-Kerr Arkansas River Navigation System (MKARNS) within a 1.4 mile stretch of the Arkansas River in the downtown areas of Little Rock and North Little Rock. Having a total length of 445 miles, the MKARNS provides a means for the transportation of commodities from Oklahoma through Arkansas to the Mississippi River. On average, 12 million tons of commodities, valued at \$2-3 billion, are transported annually via this economically vital navigation system.⁶ –A portion of the MKARNS channel, showing the Clinton, I-30, Junction and Main Street Bridges is shown in **Figure 10**.

For bridges crossing a navigation channel, the two most important features are the vertical clearance provided from the water surface to the bottom of the bridge and the horizontal clearance between the bridge piers (vertical supports within the water). The United States Coast Guard (USCG) typically requires vertical and horizontal clearances of 52 feet and 300 feet, respectively for the section of the MKARNS within the study area. Of the six bridges, only the I-30 Bridge fails to meet the typically prescribed 300-foot minimum horizontal clearance for the MKARNS within the study area, as illustrated in **Figure 10**.⁷

In addition to the substandard horizontal navigation clearance, the pier configuration of the I-30 Bridge poses an obstruction to river navigation. The five other bridge structures have an open span across the entire navigation channel. However, as shown in **Figure 7-10**, the I-30 Bridge has a pier within the middle of the channel which divides the channel into two navigation spans as further discussed in **Attachment C-4D-1**. The reduced horizontal clearance and pier obstruction is cumbersome to navigate and restricts the operational speed of the barges. Barge collision data, provided by the

Comment [JM27]: Map all of these locations

Response: The locations of these functional deficiencies have been mapped and are included in Attachment C-5 and Figures C-5g through C-5j).

Comment [JM28]: This citation from the Areawide Freeway Study comes out of nowhere and doesn't seem to deal with the weaving issues at all. Recommend deleting this sentence.

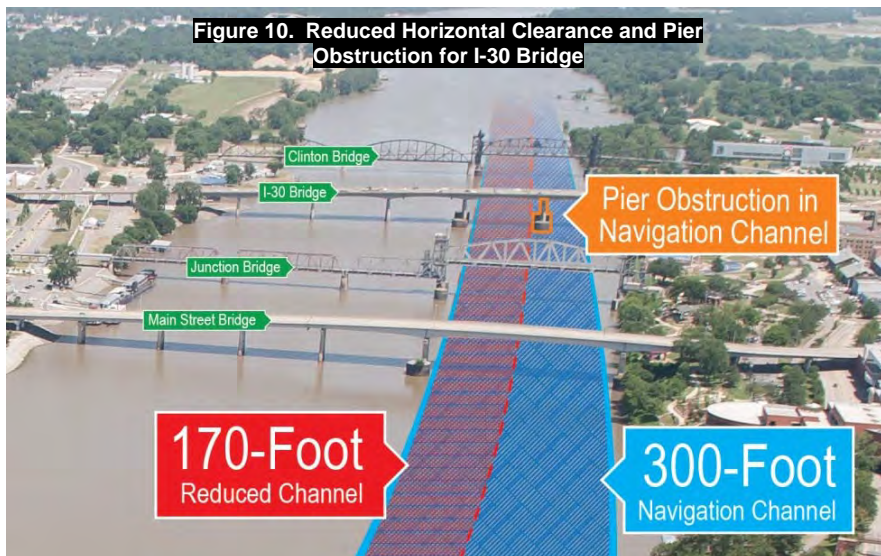
Response: Sentence deleted.

⁶ Valued by the Institute for Water Resources and the National Agricultural Statistics Service; Source: United States Army Corps of Engineers (USACE) Little Rock District.

⁷ All six bridges meet the USCG vertical clearance requirements.

USCG, indicates a total of five barge strikes have occurred at the I-30 Bridge site since 2001, with the two most recent of these strikes having occurred since August 2013.⁸

On August 21, 2014, the Arkansas Waterways Commission submitted a letter to the AHTD recommending that the I-30 Bridge pier that divides the navigation channel be removed and a navigation channel of 332 feet be established; and that the vertical clearance of the I-30 Bridge be no lower than the soon-to-be constructed Broadway Bridge (vertical clearance of 62.4 feet). A copy of the Arkansas Waterways Commission letter is provided in **Attachment D-42**.



⁸ The barge collision data provided by the USCG does not differentiate between a strike on the protection cells and the bridge itself; and therefore, there is no information available to quantify the damage the bridge sustained during each strike.

~~3.3~~**3.5-Structural and Functional Bridge Deficiencies**~~3.3.13.5.1~~ **Structural Bridge Deficiencies**

The 2003 *Arkansas River Crossing Study* rated the I-30 Bridge across the Arkansas River to be in fair condition. As the result of an October 2013 inspection by AHTD, the I-30 Bridge has been downgraded to Structurally Deficient⁹. The Structure Inventory and Appraisal Sheet developed following the 2013 inspection indicates that the substructure of the bridge is rated as "Poor". An AHTD memorandum outlining some of the major deficiencies identified as a result of the October 2013 inspection is presented in **Attachment D-3**.

The fact that a bridge is classified as "structurally deficient" does not imply that it is unsafe. A structurally deficient bridge, when left open to traffic, typically requires maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies.

Source: Federal Highway Administration, Status of the Nation's Highways, Bridges and Transit: Conditions and Performance Report to Congress, 2008

~~3.3.23.5.2~~ **Functional Bridge Deficiencies**

In addition to structural deficiencies of the I-30 Bridge, the width of the existing bridge is less than desirable. Although the bridge meets the minimum width requirements, the shoulders on the bridge are below current standards for new construction. The reduction in the shoulder width can lead to driver discomfort resulting in decreased speed and increased congestion. A reduced bridge width can also lead to an increase in traffic accidents because there is no additional space to maneuver around an obstacle in the roadway. Furthermore, the lack of adequate shoulders doesn't allow for the storage of disabled vehicles and the passage of emergency response, which causes further congestion after an accident.

~~3.43.6~~ **Summary of Needs**

As presented in **Sections 3.1** through **3.53**, the need for improvements to I-30 and I-40 in the study area include:

- Traffic Congestion;
- Roadway Safety Issues;

⁹ Bridges are considered structurally deficient if significant load carrying elements are found to be in poor condition due to deterioration. Source: FHWA 2010 *Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance*; AHTD *Bridge Inspection, Oversight, and Maintenance Performance Audit* (November 2008).

- Structural and Functional Roadway Deficiencies
- ~~and~~ Navigational Safety Issues; and
- Structural and Functional Roadway and Bridge Deficiencies.

4.0 PURPOSE AND STUDY GOALS AND OBJECTIVES

4.1 Purpose

The purpose of the proposed project is to address the transportation needs identified in Section 3.4 by:

- Relieving Traffic Congestion;
- Improving Roadway and Navigational Safety Issues; and
- Addressing Structural and Functional Roadway and Bridge Deficiencies; and
- Improving Navigation Safety; and
- Addressing Structural and Functional Bridge Deficiencies
- ~~and Navigation Safety Issues.~~

Comment [AE29]: Purpose of the project re-organized to match the re-organization of the project needs.

4.2 Study Goals/Objectives

In addition to the purpose and need, other project elements were established to balance transportation and environmental goals and objectives. Input sought from agencies and the public was incorporated to develop goals and guiding principles.¹⁰ A listing of the study goals/objectives is presented in the inset box and a listing of the guiding principles is provided below. Goals identified by the public and/or agencies are notated by asterisks, as described in the inset box. A more comprehensive summary of the feedback obtained from the public meetings is presented in **Attachment A-56**.

Study Goals/Objectives (Listed in no particular order)

- 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 CAP
- Optimize opportunities for economic development
- Avoid and/or minimize impacts to the human and natural environment*, including historic and archeological resources**
- Sustain public and agency input and support for the I-30 corridor improvements*
- Improve system reliability*
- Maximize I-30 cost efficiency
- Improve safety*

Notes: * indicates a goal identified mutually by the Study Team and agencies/public; ** indicates a new goal identified by agencies/public that was incorporated into the goals and objectives or guiding principles

Guiding principles that will influence the overall project include (listed in no particular order):

- Accelerated Project Delivery;
- Context Sensitive Solutions*/Aesthetically Pleasing Facility*;
- Minimize the real, perceived and visual barrier of the freeway**;

Comment [AE30]: Guiding principle added per the suggestion of Metroplan.

¹⁰ Agency (local, state and federal) input gathered through technical work groups; public input gathered through public meetings held on August 12, 2014 in North Little Rock and August 14, 2014 in Little Rock.

- 1 • Open public participation process**; and
2 •
3 • Support of Local, Regional and Statewide Transportation Plan.
4 ~~ATTACHMENT A: BACKGROUND INFORMATION~~
5 ~~Attachment A-1: Study Area~~
6 ~~Attachment A-2: Previous Studies~~
7 ~~Attachment A-3: Regional Planning Context~~
8 ~~Attachment A-4: Regional Plan and Policies on Freeways~~
9 ~~Attachment A-5: CARTS Agreement~~
10 ~~Attachment A-6: Public Meeting Feedback~~
11

Comment [AE31]: A new attachment, Attachment A-4, Regional Plan and Policies on Freeways was added per Metroplan suggestion.

Attachment A-3**Regional Planning Context**

Paragraphs 1,2 and 3 no change

Replace last paragraph with:

The MPO policy on freeway system capacity improvements, as reflected in METRO 2030.2 and other policy documents, is to build the regional freeway system to six through lanes and to meet demand over that capacity with a robust regional arterial network and public transit. The strategy behind the policy is to use finite resources to achieve transportation system balance once the regional freeway network is built out to six through lanes. METRO 2030.2 does identify the freeway-to-freeway interchanges at I-40/US67/167, I-40/I-30 and I-30/I-530/I-440 as in need of reconstruction to add capacity and improve safety. It also mentions the segment of I-30 between the North Terminal and South Terminal interchanges as needing study because of the very high number of freeway-to-freeway interchanges and freeway-to-arterial interchanges in that five miles of highway. New Attachment 4

Metroplan Policy and Plan Statements on Freeway Capacity**Metroplan Policy on Freeways and Expressways**

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.

METRO 2030.2**METROPOLITAN FREEWAY SYSTEM CAPACITY IMPROVEMENTS**

The freeway network within the metropolitan area should be completed and expanded to six through travel lanes by 2030. That means completing the Northbelt Freeway. It also means widening I-40 to six lanes between I-430 and Conway at Hwy. 65 and eastward into

Comment [AE32]: The MPO policy of highway system capacity improvements added to Attachment A-3 per request. However, The last paragraph of Attachment A-3 was retained because it highlights the importance of consistency between the PEL and local and regional planning efforts. This same verbiage is included in the P&N Technical Report (see Section 2.3 – Regional Planning Context).

Lonoke County. It calls for extending the widening of Hwy. 67/167 beyond its planned terminus at Redmond Road in Jacksonville to the Vandenberg/LRAFB exit in the short term and then on to Cabot and Hwy. 89 by the end of the plan period, plus extending the widening of I-30 southwest from Sevier Street in Benton to at least Hwy. 67.

Nearly all the freeway-to-freeway interchanges in the metropolitan area need some level of reconstruction to increase capacity and safety. The I-630/I-430 Interchange is one of the highest needs, but the I-630/I-30, I-40/Hwy. 67/167, I-430/I-40, I-30/I-40 (North Terminal) and the I-30/I-530/I-440 (South Terminal) also need attention.

- The recently completed Areawide Freeway Study also indicated that additional capacity may be needed at some point in the future on a) I-30 between the North and South Terminals where five interstate highways merge and diverge within five miles, b) I-430 south of I-40 to I-630, c) I-630 from I-430 to University Avenue, d) I-30 from South Terminal to 65th Street and e) I-440 from South Terminal to Lindsey Road (Map 17-2). At an appropriate time, these highway segments should be studied consistent with the regional policy on freeway capacity.

ATTACHMENT B: TRAFFIC DATA

Attachment B-1

• Trip Characteristics:

Correct per mutual agreement on how to measure through trips and local trips.

Attachment B-3

Attachment B-3, page 3

(7) LaHarpe Boulevard and Markham Street

Scratch "which can attribute to vehicle backups."

Attachment B-4, page 2

LOS colors and letters are not consistent

Define Density

PAGE 2—bottom paragraph—LOS bias toward unsustainable design criteria. Seems to define "severe congestion as LOS E/F even though LOS E is estimated at up to 54 mph. Should define how long Peak period is, how LOS is calculated over that time frame and how long segments operate under 20 mph.

ATTACHMENT C: SAFETY

Attachment C-1 Crash Data—all maps show crashes outside the study corridor. Are those crashes included in the crash data? If so, do they skew the conclusions?

Attachment C-2 Serious Injury and Fatal Crash Data—all maps show crashes outside the study corridor. Are those crashes included in the crash data? If so, do they skew the conclusions?

C-2, Page 3—What happened in 2012 to vastly reduce crashes at East Broadway from previous years?

C-3 Bicycle and Pedestrian Crash Data

Comment [AE33]: A new attachment, Attachment A-4 was created with this suggested content from Metroplan.

Comment [AE34]: Attachment B-1 was revised per mutual agreement of trip characteristics. The trip characteristics table from Section 3.1.5 was added to Attachment B-1.

Comment [AE35]: Per Metroplan suggestion, this text was deleted from Attachment B-3.

Comment [AE36]: Per Metroplan suggestion, Attachment B-4 revised as follows:

LOS colors in Table B-4b revised to be consistent

Density was defined in Tables B-4a and B-4b

Revised text to indicate that the undesirable LOS was according to current AHTD standards.

The VISSIM analysis to be completed as part of the Level 3 screening analysis will analyze how long the peak hour LOS is sustained as well as the length of time segments operate under 20 mph. No change to Attachment B-4 in response to this comment.

Comment [AE37]: Response: Attachments C-1 and C-2 revised. Crashes that were shown outside of the study corridor have been removed. Those crashes were not included in the crash data.

Comment [AE38]: The Study Team has reviewed the data obtained from AHTD/Arkansas State Policy Database and confirmed the data to be correct. Per the City of Little Rock Traffic Department (Traffic Engineer Director), "From the police and some of my Traffic Department personnel, several factors might have accounted for the reduction in crashes. They're as follows:

- Widening/drainage improvements along the East Broadway corridor that were completed a few years ago. I was told drainage was pretty bad prior to the AHTD widening/drainage improvements.

- NLR Citizens learning how to use Riverfront drive during events to by-pass downtown. In other words, Riverfront drive provides a good east-west route to get out of downtown versus Broadway during events.

- During the last few years, the Police report there has been a reduction in the number of events held at Verizon Arena."

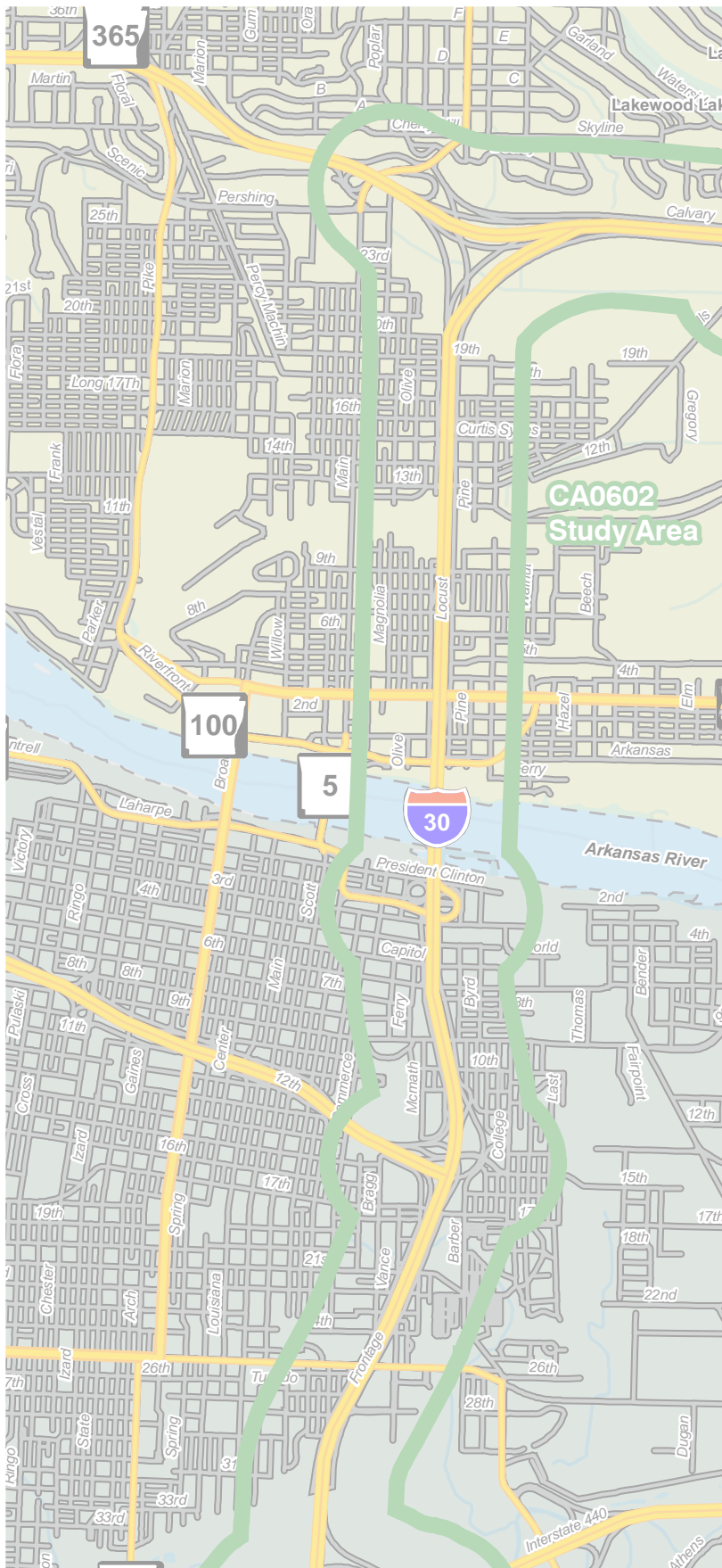
A note has been added to Table C-2b in Attachment C-2 that describes these potential reasons for the decrease in collisions.

Page 1 para 2 and page 2 para 1 be definitive where the pedestrian accidents are occurring. It is at the Markham/Cumberland/La Harpe intersection primarily.
Attachment D-2 Functional Roadway Deficiencies
Map ALL of the deficiencies on aerial photographs.

Comment [AE39]: Response: Page 1, paragraph 2 – This refers to data presented in Figure C-3b. Based on the scale of Figure C-3b, it is difficult to ascertain specific details, but instead is better suited for establishing general areas of high pedestrian crash clusters. Figure C-3d on page 2 provides the additional clarification on crash locations, which is further detailed on page 2 of the attachment.

Page 2, paragraph 2 – This refers to data presented in Figure C-3d. Based on the available data, additional detail added to the text regarding the crashes occurring at the intersection of Markham and Cumberland/LaHarpe; and E Broadway and Magnolia.

Comment [AE40]: Response: The locations of these functional deficiencies have been mapped and are included in Attachment C-5 and Figures C-5g through C-5j).



PLANNING AND ENVIRONMENTAL LINKAGES TECHNICAL WORK GROUP MEETING #3 COMMENT DOCUMENTATION



CA0602

Interstate 530 – Highway 67

April 2015



Arkansas State Highway &
Transportation Department



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CAP Deliverable QC Comment Review Form

Project Number:	CA0602
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Consultant/Authors:	CA0602 Study Team
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Cmnt No.	Section/ Page No.	Reviewer	Review Comment	Response	Change	Verified	Agency Verified **
					New Pg.	Initials / Date	
1	Email 01/21/15	Michael Sprague, State Trails Coordinator & Project Officer, Ark. Dept. of Parks and Tourism	<p>Bicycle and pedestrian trails along the Interstate-30 corridor will relieve local traffic congestion and improve residents' quality of life. The opportunity to design and implement such trails through Little Rock and North Little Rock is tremendous and timely. I implore Arkansas Highway and Transportation Department to consider such a plan.</p> <p>This transportation corridor may be the only right of way to link the southeast and northeast areas of the Little Rock metro area to the amenities of Downtown, the River Market District and the Arkansas River Trail.</p> <p>Residents around this corridor and visitors would see real benefits and an increase in their quality of life to have the option to use an attractive, non-stressful trail to access parks, schools, shopping, libraries, museums, entertainment, recreation, other trails, etc.</p> <p>Along with getting places, trails also make other great impacts on society. Using trails not only helps folks get in shape and provides an excellent state of mind, and it also helps build communities.</p>	<p>Connecting bicycle and pedestrian friendly facilities is one of the study goals for the I-30 project. The quality of bicycle/pedestrian crossings will be evaluated as part of the screening process such that they foster safe connectivity and meet current design standards.</p> <p>Visioning workshops have been incorporated as part of the PEL process to ensure that bike/pedestrian facilities, E-W connectivity, and other project features are developed in a way that enhance existing and future land uses and incorporate the ideas and priorities for the I-30 corridor as established by local planners and stakeholders. The first visioning workshop was held on 11/19/14 and ideas were shared for improving bicycle/pedestrian connectivity, E-W connectivity, socioeconomic growth, and preserving and enhancing aesthetic, historic and community resources, among other design suggestions. During the NEPA/Schematic phase, a second visioning workshop will be held with stakeholders that examines potential context sensitive solutions (CSS) and design concepts in greater detail.</p>	N/A	JLH/ 3/11/15	✓



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1	Email 01/21/15 (cont)	<p>When people walk or bicycle to get places, it gets them out of their cars and allows people to see, talk to and get to know others in their neighborhood they would otherwise never meet. This increases local communication and involvement and decreases misunderstanding and distrust.</p> <p>Having this attractive alternative way to get around would also decrease the impact of local vehicles using the interstate highway (and local streets) and help alleviate demand for parking for amenities located near the corridor.</p> <p>The time to design and implement a quality trail linking these areas of town is right now; the next opportunity may not come for decades, if ever.</p> <p>If plans were made in the early part of the design process, a great design could be made so that people traveling along the trail could have a well-thought-out, unimpeded route parallel to I-30.</p> <p>The possible trail routes don't all need to be confined to the Interstate right of way. They may be coordinated with the cities for the most optimum route. For example, linking MacArthur Park to the River Market District, which would give people a great way to go between Little Rock's large inner-city park, the Arkansas Arts Center and adjacent neighborhoods to one of Little Rock's premiere destinations, could be made using part of Ferry Street near the park and also the interstate right of way near the River Market District (see maps – Attachment A).</p>	<p>Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and included in the design-build request for proposals, pending AHTD approval.</p> <p>Thank you for suggestions for the trail layout. These comments will be shared with the Environmental Design Consultant (EDC) and will be considered during the next Visioning Workshop. Study Team planners and engineers have and will continue to work with city planners to ensure that city goals for future development are given due consideration and incorporated when practicable.</p>			
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1	Email 01/21/15 (cont)		<p>A loop trail could also be created circling the I-30—I-630 interchange (see maps – Attachment A). This trail would give locals a great walking loop, which would also go near area schools. The trails would also improve locals' perceptions and expand people's conceptions of the park because once someone got on to the trail they would have almost unimpeded access to the park. Residents on the other side of the interstates could feel less separate from it.</p> <p>Trail connections to other places along this corridor would also benefit residents immensely, such as a link to Interstate Park, which is where the Southwest Trail (a long distance bicycle trail to link to Hot Springs) is planned to go through; Verizon Arena (or close to it); North Little Rock Neighborhoods (Park Hill, Dixie, City Center); North Hills Boulevard.</p> <p>I encourage the planning and development of trails alongside this corridor during this process while everyone is focused on it to help benefit the communities of Little Rock and North Little Rock. This opportunity is great, and trail facilities along this corridor would be a tremendous asset for the community.</p>				
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2	Email 1/12/15	Ann M. Early, State Archeologist	<p>Thank you for sending me the information about your TWG meeting tomorrow regarding CAP planning for the LR/NLR Metropolitan area. One of my representatives, Dr. Elizabeth Horton, will be attending in my place.</p> <p>I've read the document that you enclosed with your invitation. I continue to be deeply concerned that there is no place in your decision making matrices, or in your itemization of Cultural Resources issues, for the prospect that there are Currently Unknown cultural resources in the rights of way. You offer no provision for a search to find out if there are resources in the area, or provision to deal with what is often referred to as 'unanticipated discovery' situations during development. I want to reiterate that this part of Arkansas, at the location of a convenient and long used crossing of the Arkansas River, was used by humans intensively for a very long time. There is no reason to expect that we currently know where all cultural resources in this corridor might be. Like virtually every urban center on the planet, there are older remains of human settlement buried under modern constructions in Little Rock. We just don't know where the significant ones are at this point. Any large scale modification of the corridor is bound to encounter historic era deposits. The sooner that this potential situation is factored into plans, the better any project as large and complex as this one will be.</p>	<p>In response to concerns about currently unknown cultural resources in the I-30 project rights of way (ROW), a Cultural Resources Survey Methodology Memo was developed by the Study Team and coordinated with the Arkansas Historic Preservation Program (AHPP). A copy of the memo is included as Appendix G.</p> <p>In a letter dated February 6, 2015 to AHTD, the AHPP outlined their concurrence with the Cultural Resources Survey Methodology Memo. The letter acknowledges the Area of Potential Effect (APE) to be all existing and new ROW for archeological sites and the area within 100 feet of the edge of the ROW for historic structures. AHPP agreed with the methodology that surveys shall be conducted at the toe slopes in areas of bridge widening and areas where construction is anticipated to impact soils within two feet of the original ground surface. AHPP also concurred with the designation of the four potential scenarios that may trigger additional coordination and/or investigations which will vary based upon specific site conditions after the preferred alternative has been determined during the NEPA process. These include: 1) areas where additional ROW would be acquired; 2) bridge widening due to potential excavation beyond depths of previous disturbance and existing construction fill; 3) previously recorded archeological sites; and 4) areas of high probability based on the identification of previous structures that no longer exist as shown on the Sanborn 1913 maps or upland areas based on an overlay of the USGS topographic map, soil type and contours. The memo also outlines the procedures for situations of unanticipated discovery.</p>	N/A	JLH/ 3/11/15	✓
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Surveys seeking public input on the various scenarios that had been developed by the Study Team to improve I-30 were distributed to attendees of the November 6, 2014 public meeting. The same surveys were distributed to TWG #3 attendees and six were filled-out and returned. The results of the surveys are presented in the table below. Survey forms are included in **Attachment B**. Although only a few TWG members responded to the survey, three identified the 10-lane scenario as preferable, five identified bridge replacement as preferable to rehabilitation, and other various highway-build, congestion management, other mode and non-recurring congestion management alternatives were identified as preferable for further evaluation.

Table: Scenario Survey Results from TWG #3

Group	Description	Number of Times Circled
Survey Instructions: Circle the scenario you prefer to be further evaluated in the PEL Study		
Scenario	Scenario 1 - 6 lanes	0
	Scenario 2 - 8 lanes	0
	Scenario 3 - 10 lanes	3
	Scenario 4 - 12 lanes	0
Group	Description	Number of Times Checked
Survey Instructions: Check the box next to the Preliminary Alternatives you prefer to be further evaluated in the PEL Study		
Highway Build Alternatives	Main Lane Pavement Rehabilitation	2
	Collector / Distributor (C/D) Roads	3
	Auxiliary Lanes	0
	Frontage Road Improvements	0
	Intersection Improvements	2
	Interchange Improvements	4
	Ramp Consolidation/Elimination	1
	Roadway Shoulder Improvements	3
	Horizontal/Vertical Curve Improvements	1
	Bottleneck Removal	1
	Bypass Route	1
Congestion Management	Information Systems/Advanced Traveler Information	3
	Managed Lanes	0
	Reversible Lanes	0
	Ramp Metering	0
	Hard Shoulder Running	0
	Travel Demand Management	2
	Transportation System Management (TSM)	1
	Wayfinding/Signage	3
	Arterial Improvements	5
	Land Use Policy	1
I-30 Bridge	I-30 Arkansas River Bridge Rehabilitation	0
	I-30 Arkansas River Bridge Replacement	5
Other Modes	Arterial Bus Transit	2
	I-30 Express Bus Transit	0
	Bus on Shoulder	3
	Bus Lanes	0
	Arterial Bus Rapid Transit	2
	Light Rail (Streetcar)	1
	Bicycle/Pedestrian	2
	Commuter Rail	2
Non-Recurring Congestion Management	Crash Investigation Sites	3
	Roadside/Motorist Assist Enhancements	4
	Improvements to Detour Routes	1
	Variable Speed Limits (Speed Harmonization)	3
	Queue Warning	1

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PLANNING AND ENVIRONMENTAL LINKAGES TECHNICAL WORK GROUP MEETING #4 COMMENT DOCUMENTATION



CA0602

Interstate 530 – Highway 67

April 2015



Arkansas State Highway &
Transportation Department



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Cmnt No.	Section/ Page No.	Reviewer	Review Comment	Response	Change Verified		Agency Verified **
					New Pg.	Initials / Date	
1	Email 04/01/15	Walter Malone, Planning Manager, City of Little Rock	Need to redo the matrix to show the benefits, etc. without any outside non-funded projects assumed completed (and the speed/LOS profiles). We need this to truly understand what the community is getting with this project.	<p>The following capacity improvements outside the PEL study limits ("outside areas/improvements") were determined necessary to accurately evaluate the PEL study area during the PEL Study:</p> <ol style="list-style-type: none"> 1. I-630 westbound lane added from Louisiana Street west beyond the model limits; and 2. I-30 eastbound and westbound lane added in each direction southwest of the south terminal to 65th Street beyond the model limits. <p>Because these two outside areas are known points of future year (2041) congestion as determined using Vissim, modeling without their assumed implementation would prevent the identification of mobility problems within the PEL study limits, thereby leading to an inaccurate assessment of how the proposed improvements would actually perform.</p> <p>AHTD has acknowledged both of these outside areas warrant additional study. Plans exist to study and improve, as determined necessary, these two outside study corridors.</p>	N/A	JLH/ 4/24/15	✓



CAP Deliverable QC Comment Review Form

				<p>The I-30 PEL Study is the first step in planning for impending congestion issues along the I-30/I-40, setting the foundation for future planning studies of adjacent corridors located outside of the PEL study limits.</p> <p>As part of the NEPA process, the PEL Recommendation would be evaluated without the outside improvements along I-30 and I-630.</p>			
2	Email 04/01/15	Walter Malone, Planning Manager, City of Little Rock	Also need to share when these outside non-funded improvements to I-630 (west) and I-30 (south) beyond of the study area would be needed. Show when the impacts start to appear or are they there always? When do the impacts get to a point that the proposed improvements' benefits would be lost?	<p>As part of the NEPA phase, traffic volumes will be extrapolated based on known existing and future traffic volumes with the objective of determining when the referenced outside improvements would be needed due to increased congestion.</p> <p>The extrapolation discussed above will provide AHTD with an approximate time frame for when the benefits of the proposed I-30 PEL improvements would be reduced because of outside congestion.</p>	N/A	JLH/ 4/24/15	✓



CAP Deliverable QC Comment Review Form

3	Email 04/01/15	Walter Malone, Planning Manager, City of Little Rock	Also need to address what impacts there might be to the trolley line and Central Arkansas Library facility on 2 nd Street between River Market Avenue and Cumberland Street. If currently there is not the design detail to assure what-if any impact there will be, then it should be stated there could be impacts and that the bid documents for design/construction would require the ultimate design address these issues.	<p>Based on the preliminary, planning-level I-30 PEL Recommendation alignment, permanent direct adverse impacts to the Central Arkansas Library and River Rail Streetcar system are not anticipated. Temporary construction impacts could be possible; however best management practices during construction would be implemented, as applicable, to minimize potential impacts to the greatest degree possible.</p> <p>Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Noise receivers are not expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.</p> <p>As more detailed schematic development occurs during the Schematic/NEPA portion of project development, temporary construction impacts would be more clearly defined, and potential direct impacts to the library and streetcar system, as well as other environmental constraints would be reassessed, as necessary. In addition, indirect and cumulative impact evaluations would be completed as part of the NEPA analysis.</p>	N/A	JLH/ 4/24/15	✓
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CAP Deliverable QC Comment Review Form

4	Email 04/24/15	Kathleen Lambert, Rock Region METRO	<p>The screen/ modeling process thus far have provided the conclusion that the 10 lane C/D collector road is the best build alternative for peak road performance in 2040. The transportation modeling indicates that the 8 lane C/D reasonable alternative has potential to be the most effective build and best for transit ridership potential. We agree that since the potential for driver delays in this alternative is higher; transit would play a larger role. Since transit ridership was not modeled the quantity is unknown. It is assumed that transit would be a more attractive alternative given the highway volumes but does not account for transit as a mode choice.</p>	<p>A transit study was performed for the I-30 PEL and provided to Rock Region METRO. Transit ridership was modeled for a highway-based express route system in the I-30 PEL study area at a high level based on forecasted work trip patterns from the MPO and empirical data from the I-35 express bus on shoulder service that opened in Kansas City in 2012. To date, the I-35 bus on shoulder project has demonstrated an 8% increase in transit ridership along an existing urban commuter route to downtown.</p> <p>Transit ridership along the I-30 corridor was estimated in the range of 2,000 to 2,600 daily trips. It was estimated that 560 to 710 peak hour-peak direction transit riders would cross the Arkansas River on I-30 for a 6-lane facility. When capacity is added to the I-30 corridor, forecasted transit ridership for the express bus on shoulder route is expected to decline. Forecasted 2040 design year highway volumes were reduced by the forecasted transit ridership in the study corridor.</p> <p>Although transit is expected to perform better for an 8-lane alternative compared to a 10-lane alternative, it should be noted that those differences are fairly minimal:</p> <ul style="list-style-type: none"> • I-30 Express Bus Transit over the I-30 Arkansas River Bridge: during peak periods, reduction of 565 vehicles for 8 lanes compared to 523 vehicles for 10 lanes, a difference of 42 vehicles. * • Bus on shoulder over the I-30 Arkansas River Bridge: during peak periods, reduction of 34 vehicles for 8 lanes compared to 31 vehicles for 10-lanes, a difference of 3 vehicles. * (continued next page) 	N/A	JLH/ 4/24/15	✓
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CAP Deliverable QC Comment Review Form

4	Email 04/24/15	Kathleen Lambert, Rock Region METRO	(Continued from previous page)	Moreover, transit is only one of 60 performance measures grouped into mobility, safety, cost and environmental categories analyzed in relation to the project's study goals. The 10-Lane C/D Alternative was identified as the top alternative because it comprehensively best addressed the I-30 study goals.			
5	Email 04/24/15	Kathleen Lambert, Rock Region METRO	The added highway lanes on the 10 lane options could be advantageous for transit use. If one of the additional lanes were designated as HOV and could be used by transit at peak hours; even with the traffic projected volumes could easily accommodate transit used in shared ramp conditions. Another concept for the 10 lane design would be to use the "extra" lane as a dedicated bus lane until the traffic volume warranted use of the complete build out. The "extra" lane could be used by Transit as a BRT/ Express Bus lane building the transit capacity up front. The extra lane would then transition to HOV and Express Bus providing future transportation mode options as the community population expands. Rock Region METRO has future plans which include expanded Express Bus and BRT service in the greater Pulaski County area.	<p>Comment noted. Projected design year traffic volumes are expected to warrant two additional lanes in each direction to attain desired I-30 PEL study goals. If the number of lanes in the corridor were reduced by designating it as a High Occupancy Vehicle (HOV) lane or transit only lane, congestion would be expected. This is evidenced by the fact that the 8-lane C/D Alternative demonstrated congestion problems. The shoulder acts as a dedicated, limited speed flex lane during congested periods or during an incident. Additionally, it is anticipated that buses would not need a dedicated "extra" lane immediately following opening year because all lanes would be operating at a good level of service with no advantage to transit.</p> <p>HOV lanes around the country are being converted to high occupancy toll (HOT) lanes because public sentiment has shifted to the view that HOV lanes are under-utilized. HOT lanes are selling the excess capacity from an HOV lane to single occupancy vehicles as a toll. It was determined early in the study that a HOT lane should be part of a system-wide approach studied by Metroplan, rather than a solution for just this portion of the metropolitan highway system. (continued next page)</p>	N/A	JLH/ 4/24/15	✓

CAP Deliverable QC Comment Review Form

5	Email 04/24/15	Kathleen Lambert, Rock Region METRO	(Continued from previous page)	<p>The PEL Recommendation avoids infrastructure that would appear underutilized. Even with the 10-lane facility, all lanes would be necessary to accommodate peak travel volumes. Current transit plans do not include transit service levels that would warrant dedicated lanes or give the impression that the “extra” lane was utilized. Shoulder use by buses is considered a more efficient use of infrastructure.</p> <p>In the spirit of cooperation, collaboration and transparency, the Study Team met with CATA (Rock Region METRO) on August 28, 2015 to review the CATA Master Plan, discuss how the I-30 PEL Study transit alternatives related to this master plan, and to present the draft I-30 PEL Transit Report. CATA was given the opportunity to provide input on the draft transit report and the Study Team incorporated this input, as applicable. The Study Team subsequently met with CATA on November 6, 2014 to present and discuss the final I-30 PEL Study Transit Report. Throughout both of these meetings, CATA expressed favor for the bus on shoulder concept.</p>			
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CAP Deliverable QC Comment Review Form

6	Email 04/24/15	Kathleen Lambert, Rock Region METRO	The package we received did not include ramp design options as shown in the meeting; however we would like to comment on a few points. Expanding ramp capacity in North Little Rock would accelerate the neighborhood deterioration along the I-30 corridor by cutting off pedestrian and bicycle options at street level. Pedestrian access to transit stops is a primary driver for ridership.	Ramp configurations were modified to improve mobility and safety throughout the corridor. Some of the existing ramps were closed and others were modified to meet current safety standards. Although designed to handle higher capacities, ramp configurations would also include considerations for bicyclists/pedestrians at each location. Furthermore, bridges along the project corridor would be widened/lengthened, thereby opening up east-west connectivity as well as allowing more open space for bicycle/pedestrian access. Accommodating bicycle/pedestrian access was identified as an important goal of the study, but also by stakeholders in the first visioning workshop held as part of the PEL Study. Bicycle/pedestrian access would continue to be coordinated with stakeholders and planners as part of the second visioning workshop scheduled to occur during the NEPA process.	N/A	JLH/ 4/24/15	✓
7	Email 04/24/15	Kathleen Lambert, Rock Region METRO	The proposed simplification of the ramp to downtown Little Rock and the Clinton Center we concur is a good idea. It will help street connectivity in downtown, benefitting both bus and streetcar service. The only design request is to provide a left hand turn onto Cumberland Street so the bus can access the highway in both inbound and outbound directions from our central hub the River City Travel Center. Currently, we are able to move in the outbound directions but must route via I-630 in the inbound direction. Accessing the RCTC from the I-30 inbound direction would speed service and relive bus/ car traffic conflicts on the I-630 ramps in tough crossing traffic conditions.	Comment noted. Design refinements at the Cantrell Road and Cumberland Street intersection would be evaluated under NEPA with the goal of enlarging the turning radius for buses, thereby providing buses inbound access to Rock Region METRO's central hub facility (River City Travel Center) from I-30. This evaluation of the Cantrell Road and Cumberland Street intersection has been included in the <i>I-30 PEL to NEPA Transition Report</i> as an "analysis to be studied in greater detail through NEPA."	N/A	JLH/ 4/24/15	✓

CAP Deliverable QC Comment Review Form

8	Email 04/24/15	Kathleen Lambert, Rock Region METRO	Lastly any new overpass bridges which connect east and west within the city must maintain pedestrian and bicycle connections. As mentioned previously it is important for existing and future transit service.	See response to Comment #6.	N/A	JLH/ 4/24/15	✓
* See the Transit Report included as part of the I-30 PEL Traffic and Safety Report (Appendix F of the PEL Report)							

Appendix D-4:

Additional Outreach Documentation

FHWA Meetings

Project Partners Meetings

Metroplan Meetings

Stakeholder Advisory Group Meetings

Various Public and Agency Outreach Meetings

Community Meetings

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FHWA Meetings and Topics Discussed

Meeting	Date	Location	Purpose and Meeting Highlights
1	April 30, 2014	Garver Office	<ul style="list-style-type: none"> • Connecting Arkansas Program Overview • General Discussion
2	May 7, 2014	Garver Office	<ul style="list-style-type: none"> • Connecting Arkansas Program Overview • General Discussion
3	June 6, 2014	Garver Office	<ul style="list-style-type: none"> • General Discussion
4	July 2, 2014	FHWA Office	<ul style="list-style-type: none"> • Future Meetings • Email from Rob Ayers with FHWA Resource Center • PEL Methodology and Framework • I-30 Bridge Replacement • Meeting Close-out
5	March 17, 2015	FHWA Office	<ul style="list-style-type: none"> • Connecting Arkansas Program Overview • Planning Environmental Linkages Study Process • Environmental and Schematic Development • Design-Build Delivery • General Discussion

Project Partners Meetings and Topics Discussed

Meeting	Date	Location	Purpose and Meeting Highlights
1	May 27, 2014	Garver Office	<ul style="list-style-type: none"> • Connecting Arkansas Program Overview • Planning Environmental Linkages Study Overview • NEPA and Schematic Development • Design-Build Delivery • General Discussion
2	July 28, 2014	Garver Office	<ul style="list-style-type: none"> • Stakeholder Presentations • Technical Work Group No. 1 Summary • Planning Environmental Linkages Study and Public Involvement Agency Coordination Plan • Context Sensitive Solutions and Visioning Workshop
3	September 4, 2014	Garver Office	<ul style="list-style-type: none"> • Review of Public Meeting No. 1 • Purpose and Need Document Review • Community Meetings • Stakeholder Meetings • Vision Workshop Meeting • General Discussion
4	September 23, 2014	Garver Office	<ul style="list-style-type: none"> • Stakeholder Presentations Update • Community Meetings • Stakeholder Advisory Group • Visioning Workshop • Environmental Design Consultant Procurement Update • Purpose and Need / Alternative Screening Methodology • Universe of Alternatives • Level 1 Screening / Preliminary Alternatives
5	October 27, 2014	Garver Office	<ul style="list-style-type: none"> • Stakeholder Presentations Update • Community Meetings • Stakeholder Advisory Group • Visioning Workshop • Technical Work Group • Public Meeting No. 2 • Environmental Design Consultant Procurement Update • Updated PEL Meeting Schedule
6	November 17, 2014	Garver Office	<ul style="list-style-type: none"> • Stakeholder Presentations Update • Community Meetings • Stakeholder Advisory Group • Public Meeting No. 2 • PEL Update • Environmental Design Consultant Procurement Update • Visioning Workshop • Updated PEL Meeting Schedule

Project Partners Meetings and Topics Discussed (continued)

Meeting	Date	Location	Purpose and Meeting Highlights
7	December 18, 2014	Garver Office	<ul style="list-style-type: none"> Stakeholder Presentations Update Stakeholder Advisory Group Visioning Workshop PEL Update Environmental Design Consultant Procurement Update Updated PEL Meeting Schedule
8	January 22, 2015	Garver Office	<ul style="list-style-type: none"> Stakeholder Presentations Update Environmental Design Consultant Procurement Update Technical Work Group Public Meeting No. 3 Updated PEL Meeting Schedule
9	February 12, 2015	Garver Office	<ul style="list-style-type: none"> Public Meeting No. 3 Vissim Model Update Design-Build Schedule Update Updated PEL Meeting Schedule Next Project Partner's Meeting
10	March 9, 2015	Garver Office	<ul style="list-style-type: none"> I-30 Corridor Project Overview Level 1 Screening Level 2 Screening Level 3 Screening General Information
11	March 17, 2015	Garver Office	<ul style="list-style-type: none"> Vissim Model Update 10 Lane General Purpose Alternative 10 Lane Collector / Distributer Alternative Review Reasonable Alternative Roll Plots Updated PEL Meeting Schedule Next Project Partner's Meeting

Metroplan Meetings and Topics Discussed

Meeting	Date	Location	Purpose and Meeting Highlights
1	July 1, 2014	Metroplan Office	<ul style="list-style-type: none"> • General Discussion
2	August 13, 2014	Metroplan Office	<ul style="list-style-type: none"> • I-30 Corridor Project Overview • Schedule • Public Involvement and Agency Coordination Plan • Technical Work Group • Elected / Local Official Briefings • Coordination Stakeholder Advisory Group Meetings • Visioning Workshops • Public Meetings • Other Communications Tools • Design-Build Delivery • General Discussion
3	December 19, 2014	Metroplan Office	<ul style="list-style-type: none"> • Level 2A Screening • Level 2B Screening
4	January 28, 2015	Metroplan Office	<ul style="list-style-type: none"> • Connecting Arkansas Program Overview • I-30 and the Planning Environmental Linkages Study Process • Screening Methodology • Design-Build Delivery • General Discussion
5	March 25, 2015	Metroplan Office	<ul style="list-style-type: none"> • I-30 Study Area and Schedule Overview • Screening Process <ul style="list-style-type: none"> ○ Universe of Alternatives ○ Screened Out through Level 1 ○ Screened Out through Level 2 ○ Advancing to Level 3 • Schedule • General Discussion

Stakeholder Advisory Group Meetings and Topics Discussed

Meeting	Date	Location	Purpose and Meeting Highlights
1	September 16, 2014	Garver Office	<ul style="list-style-type: none"> Welcome by Scott Bennett, AHTD Director Introductions Connecting Arkansas Program Overview Planning Environmental Linkages Study Overview Environmental and Schematic Development Design-Build Delivery Public Meeting #1 Overview Review of Provided Notebook General Discussion
2	September 26, 2014	Garver Office	<ul style="list-style-type: none"> Welcome and Introductions Connecting Arkansas Program Overview Planning Environmental Linkages Study Overview Environmental and Schematic Development Design-Build Delivery Public Meeting #1 Overview Review of Provided Notebook General Discussion
3	October 15, 2014	North Little Rock Chamber of Commerce	<ul style="list-style-type: none"> Welcome and Introductions Public Information Overview Corridor Issues and Concerns Next Meeting and Time
5	November 12, 2014	Garver Office	<ul style="list-style-type: none"> Welcome by Scott Bennett, AHTD Director Public Information Overview Planning Environmental Linkages Study Update Vision Workshop Next Meeting and Time
6	December 15, 2014	Garver Office	<ul style="list-style-type: none"> Welcome by Scott Bennett, AHTD Director Public Information Overview Planning Environmental Linkages Study Update Vision Workshop Next Meeting and Time
7	January 26, 2015	Little Rock Chamber of Commerce	<ul style="list-style-type: none"> Public Information Overview Environmental Design Consultant Procurement Update Planning Environmental Linkages Study Update Next Meeting and Time
8	March 9, 2015	Clinton Presidential Center	<ul style="list-style-type: none"> Public Information Overview Environmental Design Consultant Procurement Update Public Meeting #3 Debrief VISSIM Modeling Overview CA0602 Schedule Going Forward General Discussion and Questions Next Meeting and Time
9	April 6, 2015	Clinton Presidential Center	<ul style="list-style-type: none"> Public Information Overview Level 3 Screening Roll Plot Review Next SAG Meeting

Various Public and Agency Outreach Meetings and Topics Discussed

Meeting	Date	Location	Purpose and Meeting Highlights
Downtown Little Rock Partnership	June 11, 2014	Little Rock Main Library	<ul style="list-style-type: none"> • Connecting Arkansas Program Overview • Planning Environmental Linkages Study Overview • Environmental and Schematic Development • Design-Build Delivery • General Discussion
Clinton Foundation	June 24, 2014	Choctaw Building, Clinton Presidential Center	
Little Rock Chamber of Commerce	June 26, 2014	Little Rock Chamber of Commerce	
Central Arkansas Transit Authority	July 15, 2014	CATA Board Room in North Little Rock	
Little Rock Chamber of Commerce – Fifty for the Future	August 7, 2014	Little Rock Chamber of Commerce	
Little Rock Historic District Commission	September 8, 2014	Board Chambers in Little Rock City Hall	
Coalition of Greater Little Rock Neighborhoods	November 8, 2014	Hinton Resource Center	
Little Rock City Board	November 10, 2014	Board Chambers in Little Rock City Hall	
North Little Rock City Council	November 10, 2014	Board Chambers in North Little Rock City Hall	
SAME	November 13, 2014	Regions Building	
Park Hill Neighborhood Association	January, 6 2015	Trinity Lutheran Church	
Lent Lunch Series	March 4, 2015	First United Methodist Church	
Central Arkansas Transit Authority	November 6, 2014	CATA Office	<ul style="list-style-type: none"> • CATA Master Plan • I-30 PEL Transit Alternatives



Community Meeting Synopsis

Job CA0602

Interstate 30 Planning and Environmental Linkages (PEL) Study

I-530-Hwy. 67

Pulaski County

October 20, 21, 27, 28, 2014

Four open-house public meetings were held to present and discuss the I-30 PEL study and to identify and document transportation needs and potential improvements for the study area, which includes I-30 from I-40 to I-530, including the Arkansas River Bridge, as well as I-40 from JFK Boulevard to Highway 67. The meetings were held at the following locations:

- King Solomon Baptist Church (Sanctuary) at 1304 Pine Street in North Little Rock from 4-6 p.m. on Oct. 20, 2014.
- St. John Baptist Church (Fellowship Hall) at 2501 South Main Street in Little Rock from 4-6 p.m. on Oct. 21, 2014.
- Ward Chapel A.M.E. Church (Sanctuary) at 1301 Hanger Street in Little Rock from 4-6 p.m. on Oct. 27, 2014.
- Shorter College (S.S. Morris Student Center) at 604 Locust Street in North Little Rock from 4-6 p.m. on Oct. 28, 2014.

Efforts to involve minorities and the community in the meetings included:

- Calling, emailing, and hand-delivering fliers to local minority churches
- Emailing local public officials
- Asking local representatives to help deliver the information

The following information was available for inspection and comment.

- Three 24" x 36" exhibits explained the Connecting Arkansas Program
- One 34" x 40" exhibit showed a map of the I-30 PEL study area
- Three 34" x 40" exhibits showed a map of constraints in the study area
- One 12' long roll plot showed an aerial of the corridor

Handouts for the public included a comment sheet, a PEL fact sheet with a small-scale map illustrating the PEL study area, and a flier providing information for the Nov. 6 public meeting.



Community Meeting Synopsis

Table 1 describes the results of public participation at the meetings.

Table 1	
Public Participation	Total
Attendance at meetings (including AHTD and CAP staff)	61

Several comments were written on Post-It notes and placed on the roll plot. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values.

- Drainage problem that will affect Dark Hollow.: (Post-It Note to the west of the I-40 East to I-30 West ramp.)
- Drainage problem: (Post-It Note to the east of the I-30 East to I-40 East ramp)
- Gas station - Mobile: (Post-It Note north of Curtis Sykes Drive and east of North Locust Street. Across the street from a Super Stop)
- Drainage problem: Walnut, Hickory
- Drainage Problem: (Post-It Note northeast of the intersection of North Hills Boulevard and North Beech Street.)

Residents were interested in having their questions answered and taking comment forms with them, but no attendees filled out comment forms and turned them in during the meetings.

Handouts and Exhibits:

- Exhibits:
 - One 34" x 40" exhibit showed a map of the I-30 PEL study area
 - Three 34" x 40" exhibits showed a map of constraints in the study area
- Public handouts:
 - Comment form
 - Sign-in sheet
 - PEL fact sheet
 - November 6 public meeting flier

Appendix D-5:

Visioning Workshop Documentation

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Visioning Workshop #1

November 19, 2014



CA0602

I-530 TO HWY 67



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Chapter 1

INTRODUCTION

Visioning Workshop #1

INTRODUCTION

Overview of CAP

The Connecting Arkansas Program (CAP) is one of the largest highway construction programs ever undertaken by the Arkansas State Highway and Transportation Department (AHTD). In 2012, through a voter-approved constitutional amendment, the people of Arkansas passed a 10-year, half-cent sales tax to improve the state's intermodal transportation system, including projects that widen and improve approximately 200 miles of highways and interstates. The Interstate 30 corridor improvement project is one of 35 CAP projects that comprise \$1.8 billion worth of improvements.

The Connecting Arkansas Program:

- Improves transportation connections between cities throughout the state
- Increases capacity by widening highways to move people and goods more efficiently
- Provides a revenue source for new highway projects
- Accelerates the completion of highway improvement projects
- Improves traveler safety
- Eases congestion
- Supports job growth and improves Arkansas's economy

Overview of I-30 Corridor

The I-30 corridor project, also known as CA0602 includes I-30 in Little Rock and North Little Rock from I-40 to I-530, including the Arkansas River Bridge, as well as I-40 from JFK Boulevard to Highway 67.



I-30 corridor with right of way

VISIONING WORKSHOP MEMBERS

The mayors of Little Rock and North Little Rock and the Pulaski County judge each appointed members of the community to represent their respective constituents at the Visioning Workshop.

Little Rock

Mayor Mark Stodola

- **Larry Carpenter**
Holiday Inn Presidential
- **Brad Cazort**
Little Rock Board of Directors
- **Tony Curtis**
*Little Rock Downtown
Neighborhood Association*
- **Chris East**
*studioMAIN and Cromwell
Architects Engineers*
- **Michael Eliason**
Acxiom
- **Gretchen Hall**
*Little Rock Convention and
Visitors Bureau*
- **Dean Kumpuris**
Little Rock Board of Directors
- **Bruce Moore**
Little Rock City Manager
- **Sharon Priest**
Downtown Little Rock Partnership
- **Stephanie Streett**
Clinton Foundation
- **Bill Worthen**
Historic Arkansas Museum

North Little Rock

Mayor Joe Smith

- **Belinda Burney**
Dark Hollow Resident
- **Charley Foster**
TAGGART / Architects
- **George Glover**
Property Owner
- **Jerome Green**
Shorter College
- **Donna Hardcastle**
Argenta Downtown Council
- **Terry Hartwick**
*North Little Rock Chamber of
Commerce*
- **Bob Major**
North Little Rock Visitors Bureau
- **Clark McGlothlin**
CBM Construction
- **Gregg Thompson**
North Little Rock School District

Pulaski County

Judge Buddy Villines

- **Sandra Brown**
Verizon Arena
- **Ronnie Dedman**
The Arkansas Innovation Hub
- **Mason Ellis**
Witsell Evans Rasco Architects
- **Lawrence Finn**
The Village at Hendrix
- **Jeff Hathaway**
Little Rock Chamber of Commerce
- **Jennifer Herron**
Herron Horton Architects
- **Fredrick Love**
State Representative – District 29
- **Jimmy Moses Moses Tucker**
Real Estate
- **Martie North**
Simmons First National Bank
- **Bobby Roberts**
Central Arkansas Library System

INTRO TO VISIONING WORKSHOP

Visioning Workshop Purpose and Scope

This first Visioning Workshop invited stakeholders in the community to provide input and prioritize their ideas for the I-30 corridor. This included insight into preserving and enhancing aesthetic, historic, and community resources. A second Visioning Workshop will be held during the NEPA/Schematic phase to examine potential Context Sensitive Solutions (CSS) and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second Visioning Workshop and included in the Design-Build request for proposals, pending AHTD approval.

Visioning Workshop Quick Facts

WHAT: I-30 Visioning Workshop

JOB: CA0602 I-530-Hwy. 67
(Widening & Reconst.) (I-30 & I-40)

JOB OWNER: Arkansas State
Highway and Transportation
Department

DATE: November 19, 2014

TIME: 8:15 a.m. – 4:00 p.m.

WHERE : Garver

ADDRESS: 4701 Northshore Drive,
North Little Rock, Arkansas

NEEDS (PROBLEMS)	PURPOSE (SOLUTIONS)
Traffic Congestion	To improve mobility on I-30 and I-40 by providing comprehensive solutions that improve travel speed and travel time to downtown North Little Rock and Little Rock and accommodate the expected increase in traffic demand. I-30 provides essential access to other major statewide transportation corridors, serves local and regional travelers and connects residential, commercial and employment centers.
Roadway Safety	To improve travel safety within and across the I-30 corridor by eliminating and/or improving inadequate design features.
Structural and Functional Roadway Deficiencies	To improve I-30 roadway conditions and functional ratings.
Navigational Safety	To improve navigational safety on the Arkansas River Bridge by eliminating and/or improving inadequate design features.
Structural and Functional Bridge Deficiencies	To improve I-30 Arkansas River Bridge conditions and functional ratings.



The I-30 Corridor Visioning Workshop was held at Garver Headquarters in the Northshore Industrial Park in North Little Rock. Not all appointed members were able to attend the workshop, but those who did were divided up into three teams—Red Team, Blue Team, and Green Team.

Red:

- Tony Curtis (LR)
- Chris East (LR)
- Debbie Shock (LR) – representing Stephanie Streett
- Clark McGlothlin (NLR)
- Jeff Hathaway (Pulaski County)
- Martie North (Pulaski County)

Green:

- Doug Carmichael (LR) – representing Michael Eliason
- Sharon Priest (LR)
- James Jones (LR) – representing Bruce Moore
- Stephanie Slagle (NLR) representing Bob Major
- Mason Ellis (Pulaski County)
- Fredrick Love (Pulaski County)

Blue:

- Larry Carpenter (LR)
- Jim Rice (LR) – representing Gretchen Hall
- Bill Worthen (LR)
- Belinda Burney (NLR)
- Charley Foster (NLR)
- George Glover (NLR)
- Jennifer Herron (Pulaski County)
- Jimmy Moses (Pulaski County)

Unable to attend: Brad Cazort (LR), Dean Kumpuris (LR), Jerome Green (NLR), Donna Hardcastle (NLR), Terry Hartwick (NLR), Gregg Thompson (NLR), Sandra Brown (Pulaski County), Ronnie Dedman (Pulaski County), Lawrence Finn (Pulaski County), Bobby Roberts (Pulaski County)

The teams rotated through three different breakout sessions. James Frye and Kip Strauss facilitated the Mobility and Connectivity Breakout Session, Ryan Bricker facilitated the Urban Design and Aesthetics Breakout Session, and Jerry Holder facilitated the Economic Development Breakout Session.

EXAMPLES OF GRAPHICS USED AT VISIONING WORKSHOP

FOR FULL SIZE, SEE APPENDIX

PURPOSE & NEED

Needs (Problems)	Purposes (Solutions)
Traffic Congestion	To improve mobility on I-30 and I-40 by providing comprehensive solutions that improve travel speed and travel time for downtown Fort Little Rock and Little Rock and accommodate the expected increase in traffic demand. I-30 provides essential access to other major statewide transportation corridors, serves local and regional transfers and connects residential, commercial and employment centers.
Roadway Safety	To improve travel safety within and across the I-30 corridor by eliminating and/or improving inadequate design features.
Structural and Functional Roadway Deficiencies	To improve I-30 roadway conditions and functional ratings.
Navigational Safety	To improve navigational safety on the Arkansas River Bridge by eliminating and/or improving inadequate design features.
Structural and Functional Bridge Deficiencies	To improve I-30 Arkansas River Bridge conditions and functional ratings.

Popular & Road development in coordination with Project Partners (Strategic): City of Little Rock and North Little Rock, and Forest County, the Technical Area Group, and the public.

CDX002 Interstate 530 - Highway 67

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
Gain public and agency input and support for the I-30 corridor improvements	Improve system reliability
Maximize I-30 cost efficiency	Improve safety

Study Goals developed in coordination with Project Partners (Strategic): City of Little Rock and North Little Rock, and Forest County, the Technical Area Group, and the public.

CDX002 Interstate 530 - Highway 67

ALTERNATIVE SCREENING PROCESS

Types of Alternatives

- No Action
- Highway Build
- I-30 Arkansas River Bridge
- Other Modes
- Congestion Management
- Non-Recurring Congestion Management

Universe of 43 Alternatives

LEVEL 1 SCREENING

ELIMINATED ALTERNATIVES

- Eliminated Transit Lane/Function
- Eliminated Lanes (Highway)
- Eliminated Lanes (Bridge)
- Heavy Rail
- High-Speed Rail

38 Preliminary Alternatives

LEVEL 2 SCREENING

Results: No Action Option and Several Reasonable Alternatives

CDX002 Interstate 530 - Highway 67

UNIVERSE OF ALTERNATIVES

Highway Build Main Lane Widening Main Lane Transit Rehabilitation Elevated Lanes Collector / Distributor (C/D) Roads Dedicated Truck Lanes/Function Auxiliary Lanes Freeway Road Improvements Interchange Improvements Ramp Consolidation / Elimination Roadway Shoulder Improvements Horizontal / Vertical Curve Improvements Sidewalk / Median Express Route	No Action
I-30 Bridge I-30 Arkansas River Bridge Rehabilitation I-30 Arkansas River Bridge Replacement I-30 Arkansas River Bridge Elevated Lanes	Other Modes Arterial Bus Transit Light Rail Light Rail (Overhead) Heavy Rail High-Speed Rail Rapid Rail Commuter Rail
Congestion Management Information Systems / Advanced Travel Information High Occupancy Vehicle (HOV) Managed Lanes Reversible Lanes Ramp Metering Hot Lanes Transit Demand Management Transportation System Management (TSM) Wayfinding / Signage Access Improvements Land Use Policy	Non-Recurring Congestion Management Crash Investigation Sites Roadside / Median Area Encroachments Improvements to Drive Routes Variable Speed Limits (Speed Harmonization) Queue Warning

CDX002 Interstate 530 - Highway 67

SCENARIOS FOR FURTHER EVALUATION

Scenario 1 6 LANES	Scenario 2 8 LANES	Scenario 3 10 LANES	Scenario 4 12 LANES
Highway Build Main Lane Transit Rehabilitation Collector / Distributor (C/D) Roads Auxiliary Lanes Freeway Road Improvements Interchange Improvements Interchange Improvements Ramp Consolidation / Elimination Roadway Shoulder Improvements Horizontal / Vertical Curve Improvements Sidewalk / Median Express Route	I-30 Bridge I-30 Arkansas River Bridge Rehabilitation I-30 Arkansas River Bridge Replacement I-30 Arkansas River Bridge Elevated Lanes	Other Modes Arterial Bus Transit Light Rail Light Rail (Overhead) Heavy Rail High-Speed Rail Rapid Rail Commuter Rail	Non-Recurring Congestion Management Crash Investigation Sites Roadside / Median Area Encroachments Improvements to Drive Routes Variable Speed Limits (Speed Harmonization) Queue Warning

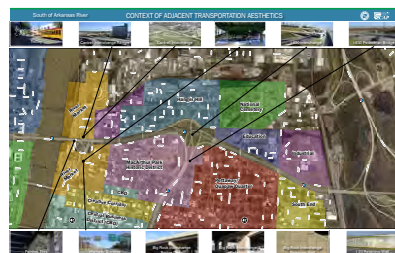
CDX002 Interstate 530 - Highway 67

MAINLANE TYPICAL SECTIONS - EXAMPLE 1

Diagram showing typical right-of-way widths for various scenarios (Scenario 1, Scenario 2, Scenario 3, Scenario 4) with lane configurations and dimensions.

NOTE: Typical right-of-way widths is approximately 400 feet.

CDX002 Interstate 530 - Highway 67



ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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Director
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AGENDA

AHTD CSS Visioning Workshop
Garver Academy Room
11/19/14
8:15 am – 4:30 pm

- 8:15-9:15 Welcome and Project Overview
- PEL Presentation
 - Schedule
 - Progress to Date
- 9:15-9:45 CSS Visioning Overview
- Study Goals / Objectives
 - Mobility / Connectivity
 - Economic Development
 - Urban Design / Aesthetics
 - Built Work Examples
- 9:45-10:15 Break

We will create three groups of 10-people each. Breakout Sessions will consist of each of the three groups meeting at 1 of the 3 topic tables for a discussion and rotating through to each of the 3 Breakout Session topic tables through the day.

Breakout Session Topic – 1: Mobility / Connectivity (James Frye / Kip Strauss)

- Corridor Access (on / off ramps)
- Interchange Reconfigurations
- Frontage Roads
- Cross-Street Connectivity
- Bike / Pedestrian Connectivity
- Transit Connectivity

AHTD CSS Visioning Workshop
11/19/14

Breakout Session Topic – 2: Economic Development (Jerry Holder)

- Growth Trends / Demographics / Traffic Forecasting
- Planned Developments / CIP / Access
- ROW opportunities
- Public / Private Partnerships / Value Capture Alternatives
- TRZ / TIF / Bonds

Breakout Session Topic – 3: Urban Design / Aesthetics (Ryan Bricker)

- View To & View From
- Corridor Conditions (at grade / fill, below grade, on-structure)
- Corridor Aesthetics (elements: bridge, walls, mainlane, landscape, lighting)
- Aesthetic Character (historic, progressive, neutral)
- Aesthetic Application (continuous, focused, community zoned gateways)

10:15-11:30 **Breakout Session - #1**

11:30-12:30 Lunch (provided)

12:30-1:30 **Breakout Session - #2**

1:30-2:00 Break

2:00-3:00 **Breakout Session - #3**

3:00-3:30 Break and Organize for Summary

3:30-4:30 Summaries Discussion

4:30 Adjourn



Chapter 2



BREAKOUT SESSION: MOBILITY/CONNECTIVITY

Visioning Workshop #1



BREAKOUT SESSION: Mobility/Connectivity

Each of the Mobility and Connectivity breakout sessions began with a broader discussion related to the goals and objectives of the workshop and a discussion pertaining to analysis done by the CAP Team related to current and future traffic demands and needs. The discussion also covered many broad aspects of mobility and connectivity for consideration, direction and needed input along the I-30 corridor from I-440 to the south to I-40 to the north. After the brief introduction, the group was asked to engage in a dialog about what is currently working or not working. They also discussed what needs to be improved to enhance mobility, safety, connectivity, and quality of life for Little Rock and North Little Rock citizens and motorists using the I-30 corridor. For purposes of the workshop, the mobility and connectivity work group was organized separately from urban design and economic development, but, in reality, all will be integral parts of a harmonious corridor design solution. For organizational and discussion purposes, the mobility and connectivity sessions centered around seven major categories. Those seven categories consisted of Corridor Access or On/Off Ramps, Frontage Roads, Interchanges, Cross-Street Connections, Bicycle and Pedestrian Connectivity, Mass Transit Connectivity, and Visual Connectivity.

The mobility and connectivity sessions centered around seven major categories:

- Corridor Access
- Frontage Roads
- Interchanges
- Cross-Street Connections
- Bicycle and Pedestrian Connectivity
- Mass Transit
- Visual Connectivity

CORRIDOR ACCESS RAMPS

Corridor access ramps in North Little Rock were seen as unsafe providing motorists with insufficient weaving distances and decision making time. One specific location was singled out by many as needing a higher level of attention. This location is the ramp at Curtis Sykes northbound onto I-30. The time allowed to merge onto I-30 and prepare for a west-bound exit to I-40 was seen as unsafe and insufficient. The Bishop Lindsey Avenue off ramp for south-bound motorists was also viewed as a problem as it forces vehicles to travel south across the river bridge if the exit is missed. An additional access point south of this location but north of the river may help solve this problem. South of the river in Little Rock some suggested removing access points in the urban area such as the Sixth Street ramps where on and off ramps were seen as being too close to one another. Groups even suggested making Capitol Avenue accessible by ramps giving it a more prominent access point and serving as a gateway into Little Rock and the state government complex to the west.

FRONTAGE ROADS

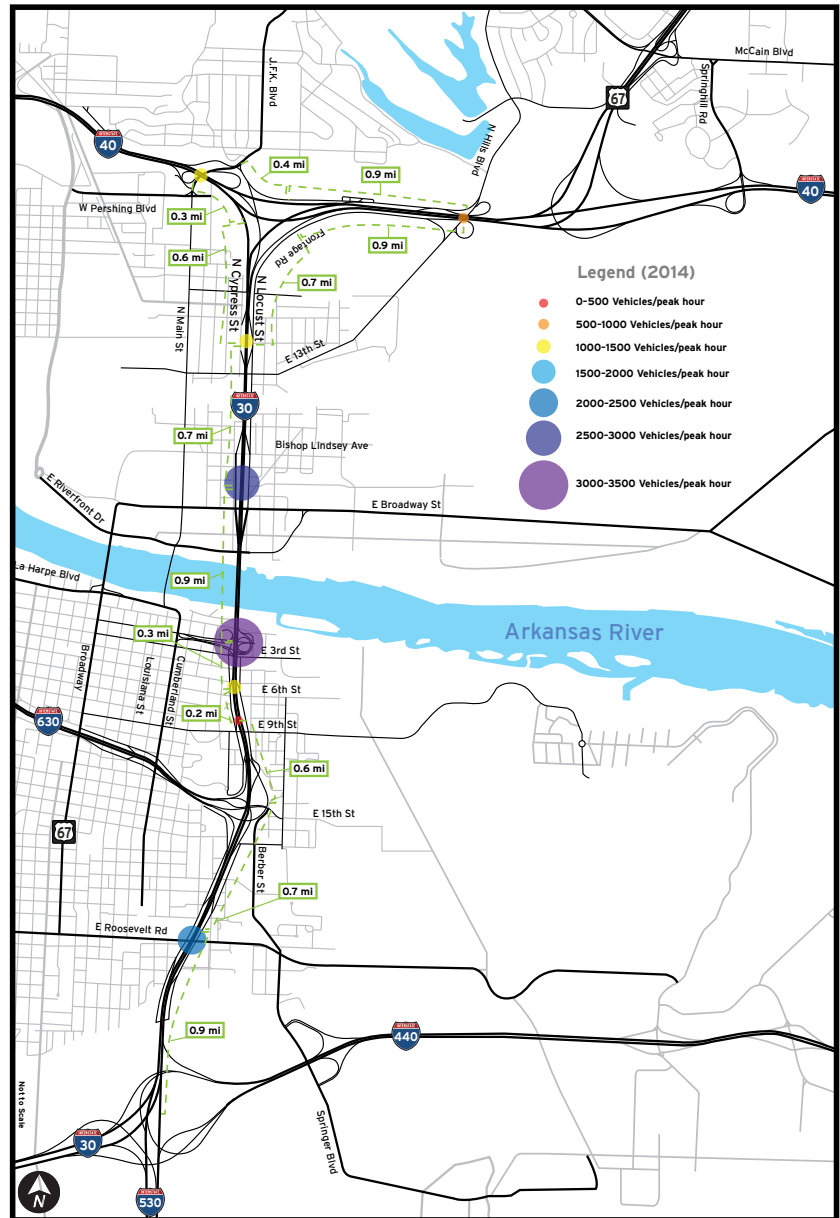
The work groups did not focus an abundant amount of time on frontage roads. However one area seemed to receive the most attention related to this issue. The area is in North Little Rock between East 13th Street and East 9th Street to the South. All groups felt that a continuation of frontage roads between these two streets along the west side of I-30 would be an immense improvement. The two-way traffic along the east side of I-30 was viewed as dangerous and inconsistent with other frontage road conditions along I-30 and a perceived traffic safety concern. A second area discussed was at the southern end of the corridor south of East 28th and east of I-30 north of the railroad tracks. This area was seen as underserved and better frontage road access with a ramp may help spur development opportunities at this location. The groups also discussed the use of collector distributors with slower design speeds to improve access and to potentially increase access points while behaving more as city streets rather than more typical higher speed interstate frontage roads. Other items for consideration in the design of the I-30 frontage roads were to make them more bicycle and pedestrian friendly and to consider exploring the use of Texas U-Turns where possible to help solve traffic congestion issues at intersections with higher traffic volumes.



INTERCHANGE CONFIGURATIONS

Overwhelmingly, each group desired to see the Cantrell Interchange reconfigured. The land is considered too valuable as prime urban real estate for its current use with circular on and off ramps to the freeway. A more formal boulevard or diverging diamond was seen as more desirable with long-term development potential for the area and increased tax base potential. The ramp sections west of I-30 to Cumberland Street were viewed as a north-south barrier and each team would like to see these ramps reconfigured into an urban boulevard or at-grade urban street cross-section more conducive to pedestrian traffic and urban redevelopment. The blocks between River Market to the west, President Clinton Avenue to the north, East 3rd Street to the south and Mahlon Martin Street to the east were viewed as opportunity blocks. A new ramp configuration could open them for potential development and reconnection of the urban grid. The teams also viewed the parking under the structures as missed opportunity zones for more people-friendly uses and urban redevelopment.

The interchange of I-30 and I-40 was also singled out by many and described as confusing and counterintuitive. North-bound traffic attempting to exit to I-40 west can often be misled by the ramp configurations and motorists mistakenly find themselves at the intersection of JFK Boulevard. Better or more intuitive ramp configurations could help solve this problem.



BICYCLE AND PEDESTRIAN CONNECTIVITY

The importance of improving the environment for citizens traveling the I-30 corridor by bicycle or on foot was prevalent. Each of the three breakout groups expressed desires for safer movement of people along the I-30 corridor whether traveling north or south or east to west. Zones for safe travel for pedestrians and children to and from neighborhoods, businesses and schools at all hours were viewed as mandatory. Some areas of distinction included East Roosevelt Road, East 21st Street, the entire two to three blocks of the Cantrell Interchange, areas north and south of the Arkansas River under the bridge, multiple locations in North Little Rock including the Dark Hollow neighborhood and the future Pentecostal School near I-40 east of I-30, and the blocks between East 17th and East 19th Streets. Opportunities to improve the Arkansas River Trail along the North Little Rock bank of the river were strongly emphasized, and all groups stressed the need for wider sidewalks, improved lighting and safe identification of pedestrian crossings at frontage roads and cross streets.



CROSS-STREET CONNECTIVITY

Attendees expressed concerns about the missed opportunities or disconnect between east and west created by the current design of I-30. They expressed strong desires for a future I-30 corridor that would serve as a catalyst for redevelopment providing greater street and neighborhood connectivity. In all, stakeholders viewed better east and west connectivity as one of the most important components to renewed and sustained neighborhood safety, vibrancy and health. One specific area between East 6th and East 9th was targeted by most groups as an opportunity for greater physical connection across the I-30 corridor or restoration of the urban street grid. Groups suggested a cap over the freeway or deck park as a potential solution with the realization that ultimate funding feasibility scenarios would need to be determined.



MASS TRANSIT CONNECTIVITY

Each group would like for the I-30 corridor to become more multimodal to serve the cities of Little Rock and North Little Rock well into the twenty-first century, but very little time was spent discussing mass transit connections. Teams did discuss greater utilization of the trolley system in Little Rock and the opportunities presented by the reconfiguration of the circular Cantrell Interchange.

VISUAL CONNECTIVITY

Opportunities to enhance safety and reconnect east and west sides of I-30 would be heightened through better visual connections and safe sight lines and vistas over and under the interstate. Attendees requested a future design that minimizes large areas of fill or walls blocking views east and west. Where possible, longer bridge spans should be explored minimizing column placements and depressing of corridor sections at strategic locations should be studied. Visibility under bridges was also emphasized to improve pedestrian and bicycle safety. This could be achieved through greater sidewalk widths, longer bridge spans or sloped abutments where necessary and enhanced pedestrian and vehicular safety lighting under bridge structures and along pathways.



BREAKOUT SESSION DISCUSSION SUMMARY

Much of the mobility and connectivity emphasis was associated with the desires for greater cross-connectivity throughout the corridor both physically and visually helping to unify neighborhoods to the east and west of the freeway separated from one another for decades. These connectivity desires would potentially impact future roadway and structural design solutions and configurations helping minimize visual disruptions and increasing physical connection opportunities. Each of the groups stressed the importance of removing the obsolete circular interchange between President Clinton Avenue and East 3rd Street also referred to as the Cantrell Interchange. They see great potential for redevelopment of these urban blocks with reconnection of the urban grid as a long-term asset to the City of Little Rock with opportunities to further engage the trolley system currently in place. The groups also desire consistent frontage or collector distributor roads that behave more

like city streets designed with a more multi-modal cross-section delivering safe access to adjacent properties and businesses and offering mobility choices to citizens whether it be driving an automobile, riding a bicycle, or walking. In addition, mobility goals including the potential use of Texas U-turn lanes in conjunction with enhanced pedestrian connectivity and increased visual connectivity goals may necessitate structural alternatives such as sloped abutments and possible multi span bridges. Long-term maintenance of improved lighting and enhanced and wider pedestrian corridors under bridges will require agreements between parties to determine long-term maintenance responsibilities.

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Chapter 3



BREAKOUT SESSION: URBAN DESIGN/AESTHETICS

Visioning Workshop #1



BREAKOUT SESSION: Urban Design/Aesthetics

The Urban Design and Aesthetics breakout sessions began with a discussion on the various aspects of the corridor to consider when developing and prioritizing urban design and aesthetic design solutions.

CORRIDOR GRADE CONDITIONS

The corridor grade condition is a foundational aspect for understanding the visual impact of the corridor and developing appropriate urban design and aesthetic solutions.

The **At Grade** condition is characterized by mainlanes positioned at relatively the same elevation as the adjacent access or frontage roads, as well as the adjacent property. This condition creates an open view across the corridor and typically is only interrupted by local cross street and interchange bridges on fill crossing over the corridor.



The **At Grade, On Fill** condition is characterized by mainlanes elevated on earthen embankment that is either a sloped embankment or held up with structural walls. This condition creates a visual and physical barrier across the corridor.



The **Below Grade** condition is characterized by mainlanes depressed below the adjacent access or frontage roads, as well as adjacent property. This “canyon condition” is characterized by earthen embankment that is either a sloped embankment or held up with structural walls.



The **On Structure** condition is characterized by the mainlanes being on a bridge structure. This bridge condition is characteristically crossing over railroads, local cross streets beneath fill conditions, and over the river and river approach conditions.



VIEW FROM (THE ROADWAY)



VIEW TO (THE ROADWAY)



FOR FULL SIZE, SEE APPENDIX

VIEW FROM AND VIEW TO THE ROADWAY

Understanding how the driver's visual experience changes along the corridor relative to the corridor grade condition is critical to understand in applying effective, targeted urban design and aesthetics solutions. Equally important is to have the understanding and sensitivity of the adjacent visual experience of drivers and neighbors abutting the corridor. To illustrate these distinctions, the corridor can be evaluated in the "View From" and the "View To" the roadway perspective.

The "View From" the roadway condition is the primary visual environment the driver experiences while driving along the mainlanes of the corridor. For example, along the study corridor the predominant View From experience of the

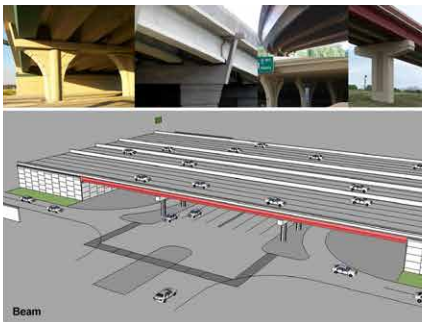
driver is on fill and at grade, meaning the driver primarily is viewing the roadway, mainlane traffic barriers, signage, and predominantly a view off to adjacent neighborhood. Structural elements such as bridges only come into view when interchanges are crossing over the mainlanes or when the mainlane condition changes to a depressed condition where local street bridges cross over the mainlanes. Conversely the "View To" the roadway is predominantly along frontage roads, along local cross streets going under and over the corridor, and from beneath large elevated segments downtown and along the river. Within the study corridor the View To the roadway condition is predominantly of bridge structures and grassy fill embankments.

AESTHETIC ELEMENTS

Designing for aesthetics within constructability, feasibility and budgetary constraints requires the use of standardized engineering elements. However, finding opportunities to architecturally sculpt and shape these elements, as well as selecting structure types that best achieve a corridor's aesthetic goals, can create unique aesthetic design enhancements that are built "into"

the design, rather than inefficient added-on elements. Understanding which elements and to what degree they can be shaped, sculpted, and enhanced is important in developing aesthetic priorities. These elements include: Bridge Beams, Bridge Bents (columns), Abutments, Walls, Railings / Barriers, Noise Walls, Signage, Specialty Sidewalk Paving, and Landscape Opportunities.

AESTHETIC ELEMENTS BOARD



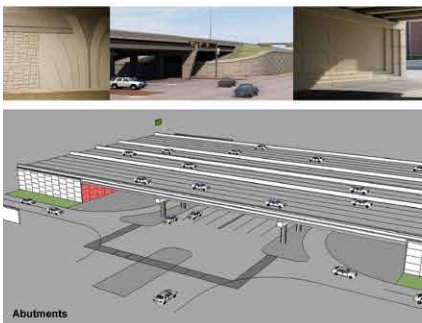
Beam



Specialty Paving



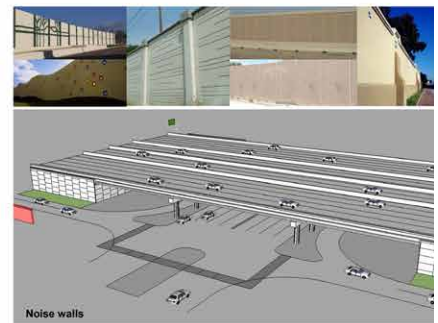
Railing & Concrete Barriers



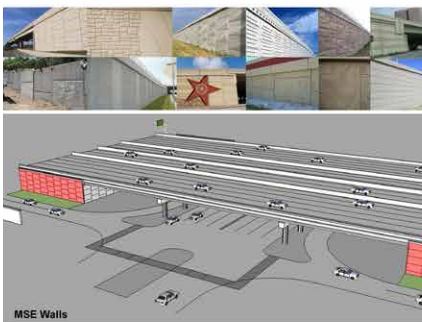
Abutments



Bridge Bent (Column Shape)



Noise walls



MSE Walls



Landscape



Signage

FOR FULL SIZE, SEE APPENDIX

AESTHETIC CHARACTER

The study corridor travels through a variety of land uses from forested wetlands, industrial, suburban residential, downtown urban and riverfront development areas with a wide variety of architectural character developed over many decades. The downtown, Capitol area and adjacent neighborhoods reflect a strong historic and nostalgic variety of architecture styles. Conversely and most notably characterized by the Clinton Library, a significant contingency of progressive and modern architecture plays a substantial visual role in the downtown and adjacency.

The current roadway corridor itself is somewhat neutral of any architectural character and reflects a simplistic unarticulated infrastructure style.

Understanding the architectural character of the corridor and individual districts or neighborhoods is important to developing an aesthetic character of the corridor elements that integrates into the adjacency and reflects the values of the community.

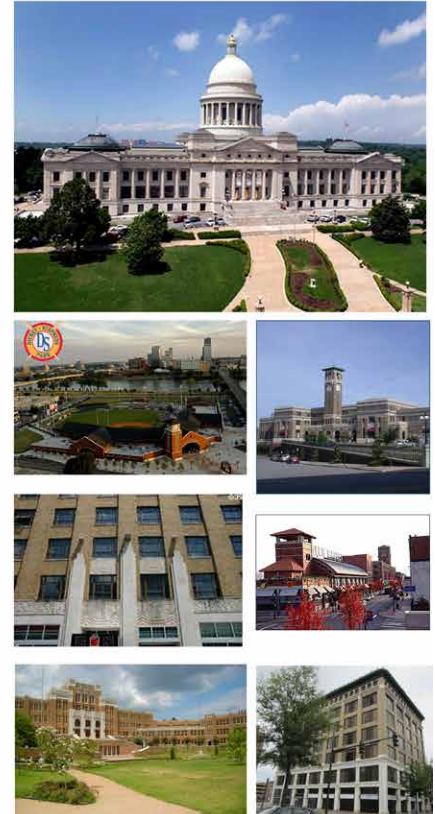
PROGRESSIVE / MODERN



NEUTRAL / TRANSITIONAL



NOSTALGIC / HISTORIC



FOR FULL SIZE, SEE APPENDIX

AESTHETIC APPLICATION

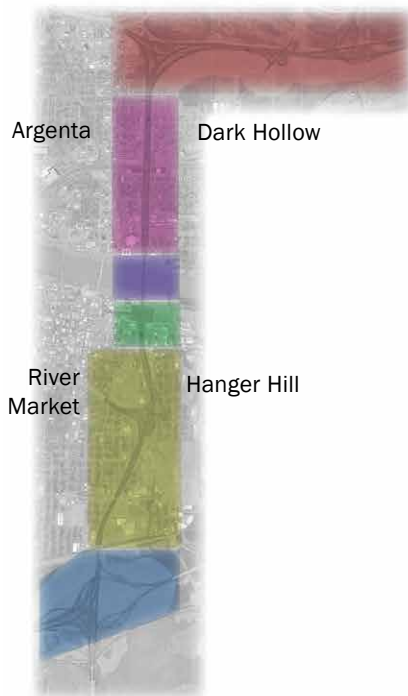
Given the scale, complexity and varied condition of the study corridor, the opportunity exists to develop differing aesthetic approaches relative to differing conditions or proximities. Differing application approaches of aesthetic styles could reflect the following arrangement:

The **District Application** approach would be to define specific “districts” or neighborhoods and allow all the elements within each district to reflect a specific architectural character.

The **Corridor Application** approach would be to reflect a specific architectural character in all the elements within each specific roadway corridor (I-30, I-40, IH 440)

The **Focused Application** approach would be a common aesthetic along the entire corridor but select key focal areas, such as the river bridge, downtown elevated section and or arena area to create a focused individual architectural enhancement in those areas.

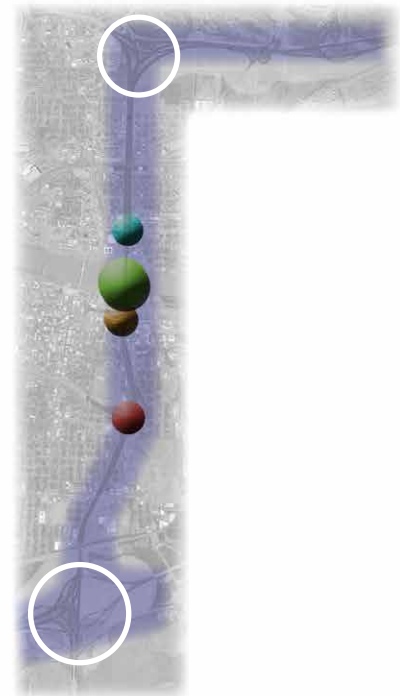
DISTRICT APPLICATION



CORRIDOR APPLICATION



FOCUSED APPLICATION



BREAKOUT SESSION DISCUSSION SUMMARY

Discussions during the session from each of the workshop three groups shared very similar priorities and concerns focused on the following:

Aesthetic Application

All of the workshop groups agreed after evaluating the various approaches that the best alternative would be to create a corridor aesthetic that was consistent throughout the entire corridor area to provide an overall corridor identity aesthetic for drivers in all the varied conditions in both the view from and view to scenario. However, the groups also strongly agreed that smaller individual opportunities at cross street bridges should be developed to provide site and neighborhood specific identity. This would reflect the unique neighborhoods, schools and district identities without distracting from the overall corridor aesthetic.

Architectural Character

The overall consensus from the workshop groups was that trying to define the appropriate architectural style amongst such varied conditions only led to the conclusion that the corridor should remain as neutral as possible and become the transitional style along the corridor. To that end, the architecture visual style should be characterized by clean, simple, unadorned aesthetics. This simplicity should be defined by “honesty in materials” in expressing concrete to look like concrete with architectural form and rustication that simplifies each element, rather than

applying a faux finish to replicate another material (i.e. stone or brick patterning). The cost and complication of creating aesthetic enhancement opportunities became of secondary importance to achieving more important urban design principles (below). The desire is less about drawing attention to the corridor structure rather than to and through to its adjacency.

Urban Design

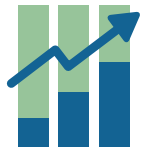
The urban design goals are principally associated with the mobility goals of greater cross-connectivity through the corridor. These connectivity issues relate to roadway and structure configuration and structure type design, and provide for a prioritization of aesthetic adornment.

Mobility goals for U-turn lanes in conjunction with pedestrian connectivity and increased visual connectivity goals necessitate layback abutments and possible multi-span bridges.

Maximizing views through and across the corridor create priorities for maximizing span distances on bridge structures at local cross streets and especially in the downtown elevated structure areas. Minimizing the amount of and massing of the columns will be critical to the under bridge environment. Equally important to the visual openness is appropriate lighting conditions for the under bridge environment.



Chapter 4



BREAKOUT SESSION: ECONOMIC DEVELOPMENT

Visioning Workshop #1



BREAKOUT SESSION: Economic Development

Each of the Economic Development breakout session groups discussed how the Arkansas State Highway and Transportation Department (AHTD) typically develops a budget to build a basic corridor with a small percentage of funds dedicated to the aesthetics. However, the local agencies—the cities of Little Rock and North Little Rock, and Pulaski County—can subsidize AHTD funds in order to enhance the aesthetics in the final product. Options discussed for the funding included general funds, a bond election from the agencies, the development of tax increment financing (TIF), a transportation reinvestment zone (TRZ) to generate funds, or the creation of a regional mobility authority (RMA) that could have taxing authority in order to raise funds for this as well as other projects in the region.

The three teams discussed how economic development along the I-30 corridor is beginning to be stifled due to the lack of mobility along the corridor. Discussion led to the idea that if the central business districts (CBDs) of Little Rock and North Little Rock are not easily accessible to those living in close proximity or in the suburbs, citizens won't make the effort to travel to the area to spend their tax dollars on entertainment, restaurants, etc. The teams stressed the importance of keeping mobility at an acceptable level for the travelling public, but also for the economic vitality of the CBDs.

Along these lines, the quality of life of those traveling and patronizing the I-30 corridor is a key influencer on economic development. The economic vitality of the CBDs is directly related to and dependent upon the quality of life. The teams

agreed improving the quality of life will have a positive impact on the economic development of the area.

Some of the ways the teams want to accomplish this is through the development of east-west connectivity through the inclusion of pedestrian/bike paths and the possibility of a deck park on the Little Rock side of the river. Elements like this attract businesses and customers for those businesses. The area must get past the tipping point where people view it as a desired destination. The I-30 corridor needs this type of quality development to help it reach that tipping point. It's imperative citizens in the area feel safe while gathering together, going to concerts and attending functions in the downtown areas on both sides of the river. With that, businesses can thrive and the CBDs will become vibrant.

One area discussed was the Cantrell Interchange from I-30 over to Cumberland Street. The area from 4th Street to President Clinton Avenue is critical to the economic vitality

of the Little Rock River Market area. This area is divided by the interchange connector ramps located between East 2nd Street and East 3rd Street. It was noted there are significant north-south pedestrian movements from condominiums and hotels north of the connector ramp to the River Market and Convention Center areas. There was significant discussion on the La Harpe and Markham intersection. Although first seen as a mobility problem, it was also identified as an inhibitor to economic continuity along the River Market area.

From the funding perspective, it was noted that an RMA has not been established in the Central Arkansas area at this time.

Despite being three years out from beginning construction, all three teams realized there are only two years to have funding in place for the project.

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Chapter 5

TEAM REPORT SUMMARIES

Visioning Workshop #1



TEAM REPORT SUMMARIES

The Connecting Arkansas Project Team would like to thank all our Visioning Workshop participants for their valuable input and their interest in helping shape the future of this project and this city.

CHRIS EAST (RED)

Aesthetics

- Overall principles – simple, clean, open. Well lit. Landscaping. Trees. Experience of corridor is not iconic bridge or program statement but focusing on experience of place itself.
- Opportunities to connect neighborhoods – visually open, good lighting. Keeping simple.
- Honest in materials – if using concrete, let it look like concrete, not fake stone or brick. Beauty in simplicity.
- Views and access are important.
- Maintain corridor consistency, continuity in roadway. Same signage, railings, etc. for driver. Overpasses, crossings, and exits have the identity. That is the opportunity for specificity and neighborhood character.
- Adding sidewalks, longer bridge spans, U-turns. If bridges are expanded, don't have solid wall by sidewalk, it makes it safer and more open. Slope backs.
- Bridges – important to keep views low. Limit blocking views of cities. Buildings become main view.



RED TEAM

Economic Development

- AHTD likely will not have money for full wish list. How to come up with extra funding to improve neighborhood connectivity and character of corridor. Options: bond issues, TIF improvement, speak to general funds, create regional mobility authority, and/or other improvement district. Take away is AHTD doesn't have the funding for all we want to do. Need to pick up improvements above and beyond basic improvements.

Connectivity

- Depending where you live impacts whether you want mobility or connectivity. Connectivity is important at neighborhoods.
- Needs to be considered for better improvement – lighting, visibility, safety.
- LR side - visual connectivity across the corridor from river to I-630 interchange. Past that, southern end of corridor, future possibility of improvement at Hasting property. Future trolley lines possible, too.
- Jeff Hathaway said reworking ramps at River Market. Chris East said taking out circular turn arounds for split hybrid. Removing parking under those bridges. Make space for people.

- Deck park between 6th and 9th. Infrastructure for future development. Splitting lanes to make wide enough for future column line.
- Divided boulevard at Cantrell. Make a usable space.

MASON ELLIS (GREEN)

Economic Development

- Future economic developments – Hanger Hill neighborhood redevelopment. Assisted living neighborhood.
- TIF/TRZ
- Growth on eastern side as development comes south from Clinton Library.
- 9th Street turning into important corridor, access to airport.
- Cloverleaf development at Cantrell – better use of space.
- MacArthur Park area – prime development area for campus feel.
- Dark Hollow location – Pentecostal school and development. Inaccessible to this area. Need access to future development.



GREEN TEAM

Mobility

- Access to I-40. One lane to I-40. Expand, increase capacity to get on.
- Frontage roads in North Little Rock. Reconnect frontage road across railroad tracks.
- 15th Street exit – short time to get across interstate from 40. Move to 13th street exit. More time to move over. 13th is a through street to main street.
- Discussed Texas U-turns.
- Better pedestrian bridge, connection at Broadway. Bring back pedestrian connection on Broadway.
- Additional Broadway off ramp. If miss, have to go across river. Add a second off-ramp only.
- Arkansas River Trail loops through parking lot. Opportunity to enhance trail below I-30 on North Little Rock side. Create safe, separate path.
- Cantrell ramps. Valuable land. Rather than loops, use diverging diamond.
- Change off ramp southbound to Little Rock so people slow down. Hit light after getting off and heading west on Cantrell. Slow down, entering city streets. Reconnect River Market to downtown.
- Remove 6th street exit. Too many access points too

close. Potential to create access for Capitol Avenue. Provide flyover at southbound Cantrell interchange down to Capitol. Access by getting off at Cantrell.

- Three schools on the south. The bridge locations. Kids walking to school not safe. Wider sidewalks would improve. Design to encourage walking safety 100% of the time.

Aesthetics

- Overpasses tell story on south end by schools. Painted school colors. Extension of the school.
- Consistency throughout corridor for the driver. In neighborhoods, have their own feel/appearance.
- On corridor, do not create signature I-30 bridge, but make it serve as gateway into cities.
- Importance of low maintenance. Stain over paint.
- Building aesthetics into design. Look at each location individually.
- Sharon Priest – tighten specs on concrete. Make sure it looks better than just a slab of concrete.
- I-30 disrupted communities. Need to recognize communities that have been neglected, weave back east to west. Knit back community.



BLUE TEAM

JENNIFER HERRON (BLUE)

Aesthetes / Economic / Mobility

- I-30 corridor be neutral, lighting, signage.
- Aesthetics/uniqueness at cross connections to help identify neighborhoods. Example is bridge connections on I-70 in Kansas City. Nice connection piece for pedestrians and bicyclists. Gateway to communities.
- I-30 bridge. Likes the skyline with series of bridges. Don't want iconic bridge. Connections east to west where money should be focused.
- Southern neighborhoods, schools. Treacherous for families. Design undersides of bridges and make sure well lit.
- There is not much excitement as getting closer to I-630 and downtown.
- 9th street is important.
- Introduced collective distributors to include bicycle, pedestrian, more friendly, different type of frontage.
- Blow up Cantrell interchange. Cantrell exit is terrible. Connection to LaHarp. Turn into boulevard. Different ways to access east and west. Ramps use up a lot of space.
- Possibly eliminate 6th and/or 9th street.
- Frequency of off and on ramps in North Little Rock hard to navigate.
- Corridor is dark. Needs good lighting.
- Improve connections to Argenta and communities to the east.
- From the railroad tracks north, area is cut off. Better integrate access.
- Potential for sunken freeway.
- Difficult transitions from I-30 to I-40.
- Bill Worthen – “interchange that ate downtown” - Cantrell. One way to get more money could be made off surplus property and go back into the project.
- Jim McKenzie - C/D road concept. Southbound into Little Rock, get off north of Broadway, get off distributor road at 40 mph. Instead of reducing access points, increase the number of access points because you have a local street that you're on. Through lanes just go through. Cantilever C/D roads.

We look forward to the discussion at the next Visioning Workshop, which will take place during the summer of 2015.

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APPENDIX

Visioning Workshop #1

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VISIONING WORKSHOP - MATERIALS ON FLASH DRIVE

Sign In

Visioning Workshop Sign In Sheet.pdf

Group Materials

Board1_Purpose and Need.pdf
 Board2_Purpose and Need Study Goals.pdf
 Board3_Universe of Alternatives.pdf
 Board4_Alternative Screening Process.pdf
 Board5_Scenarios for Further Evaluation.pdf
 Board6_Typical Sections.pdf
 Handout1_Visioning Workshop Agenda.pdf
 Handout2_Context of Adjacent Transportation Aesthetics Sheet.pdf
 Handout3_Context of Adjacent Development Sheet.pdf
 Handout4_I-30 Corridor Project Area Context Sheet.pdf
 Handout5_Sample Project Aesthetics Sheets.pdf
 Map1_Aerial with ROW.pdf
 Map2_Aerial with ROW.pdf
 PowerPoint1_I30 Corridor Project Overview.pdf
 PowerPoint2_CSS Visioning Workshop.pdf

Mobility/Connectivity

Board1_Mobility Connectivity Overall Study Area with Aerials.pdf
 Board2_Mobility Connectivity Overall Study Area with Local Photos.pdf
 Board3_Level of Service.pdf
 Board4_Safety.pdf
 Board5_Mobility Connectivity.pdf

Urban Design/Aesthetics

Board1_Urban Design Aesthetics Overall Study Area with Aerials.pdf
 Board2_Urban Design Aesthetics Overall Study Area with Local Photos.pdf
 Board3_View From and View To.pdf
 Board4_Roadway Grade Condition.pdf
 Board5_Aesthetic Elements.pdf
 Board6_Architectural Character.pdf
 Board7_Aesthetic Application.pdf

Economic Development

Board1_Economic Development Overall Study Area with Aerials.pdf
 Board2_Economic Development Overall Study Area with Local Photos.pdf



Breakout Session Notes

Blue

- Blue_Corridor Map with Notes.pdf
- Blue_Note Pad 1.jpg
- Blue_Note Pad 2.jpg

Green

- Green_Corridor Map with Notes.pdf
- Green_Example Sheets.pdf
- Green_Note Pad 1.jpg
- Green_Note Pad 2.jpg
- Green_Note Pad 3.jpg
- Green_Note Pad 3.jpg
- Green_Note Pad 4.jpg
- Green_Note Pad 5.jpg

Red

- Red_Corridor Map with Notes.pdf
- Red_Example Sheets.pdf
- Red_Note Pad 1.jpg
- Red_Note Pad 2.jpg
- Red_Note Pad 3.jpg
- Red_Note Pad 4.jpg
- Red_Note Pad 5.jpg
- Red_Note Pad 6.jpg

Whiteboards

- 2014-11-19-PH_CA0602_Visioning_SessionNotes_Session1WhiteBoard (1).jpg
- 2014-11-19-PH_CA0602_Visioning_SessionNotes_Session2Whiteboard (1).jpg
- 2014-11-19-PH_CA0602_Visioning_SessionNotes_Session2Whiteboard (2).jpg
- 2014-11-19-PH_CA0602_Visioning_SessionNotes_Session2Whiteboard (3).jpg

REPORT

Visioning Workshop Report.pdf