

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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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

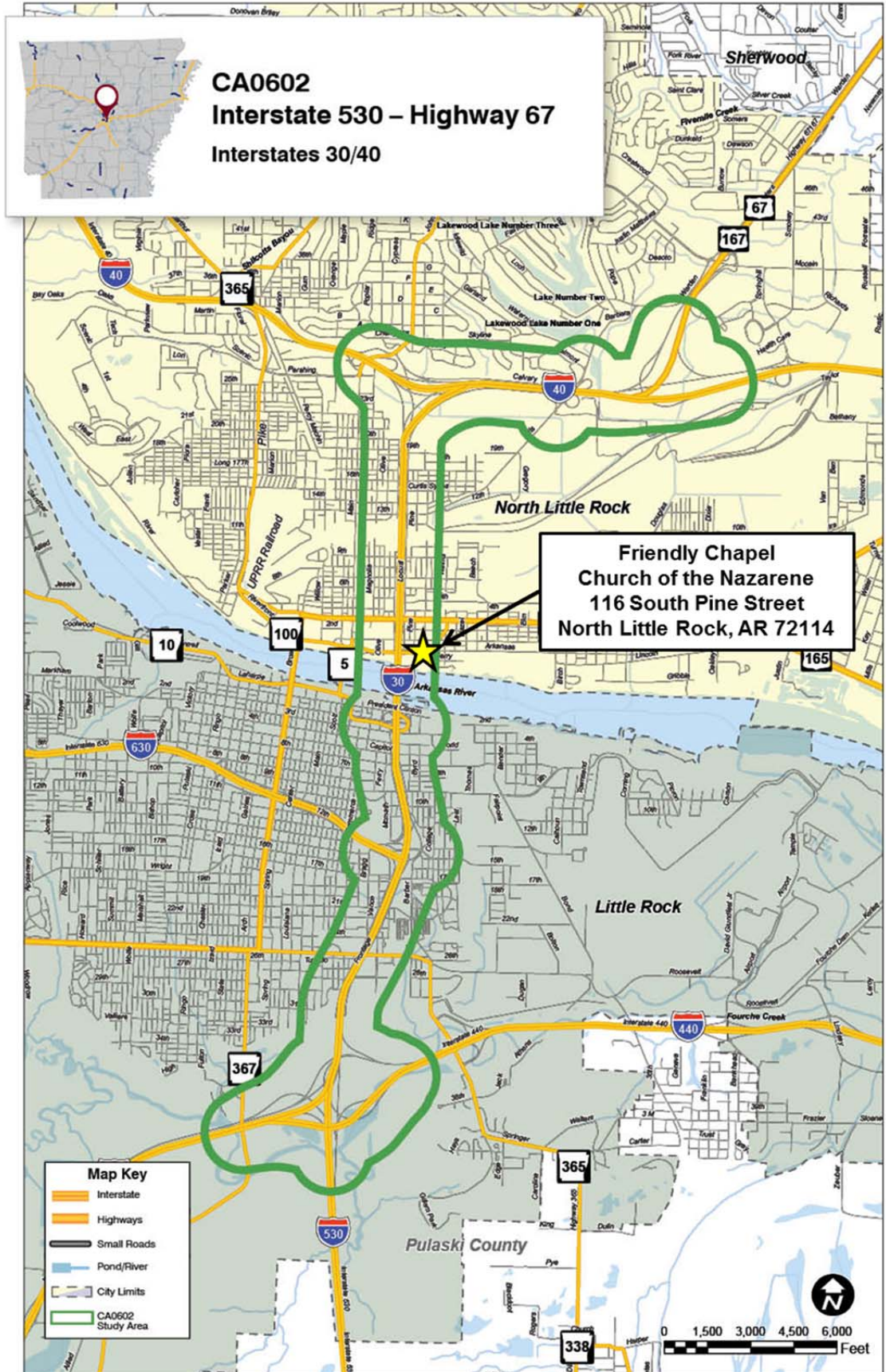
Public Meeting #3 was an open-house meeting, held on Thursday, January 29, 2015 at the Friendly Chapel Church of the Nazarene. Public Meeting #3 logistics are presented in **Table 1**, and **Figure 1** depicts the location of meeting.

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	
Flyers to Community Meeting attendees		
Hand-Delivered Flyers ¹	Attractions (e.g., River Market, Clinton Presidential Center and Park)	1/20/15
	NAACP	
	Eastgate Terrace Housing Project (office)	
	Churches	
	Gas stations along the I-30 corridor	
	Schools and Development Centers	
Public Service Announcements	Sixty-second spots on Heartbeat 106.7 FM	1/19/15 – 1/29/15
	Sixty-second spots on La Pantera 1440 AM	
Websites	ConnectingArkansasProgram.com	1/6/15
	ArkansasHighways.com	1/13/15
	Metroplan.org	
News Release	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.

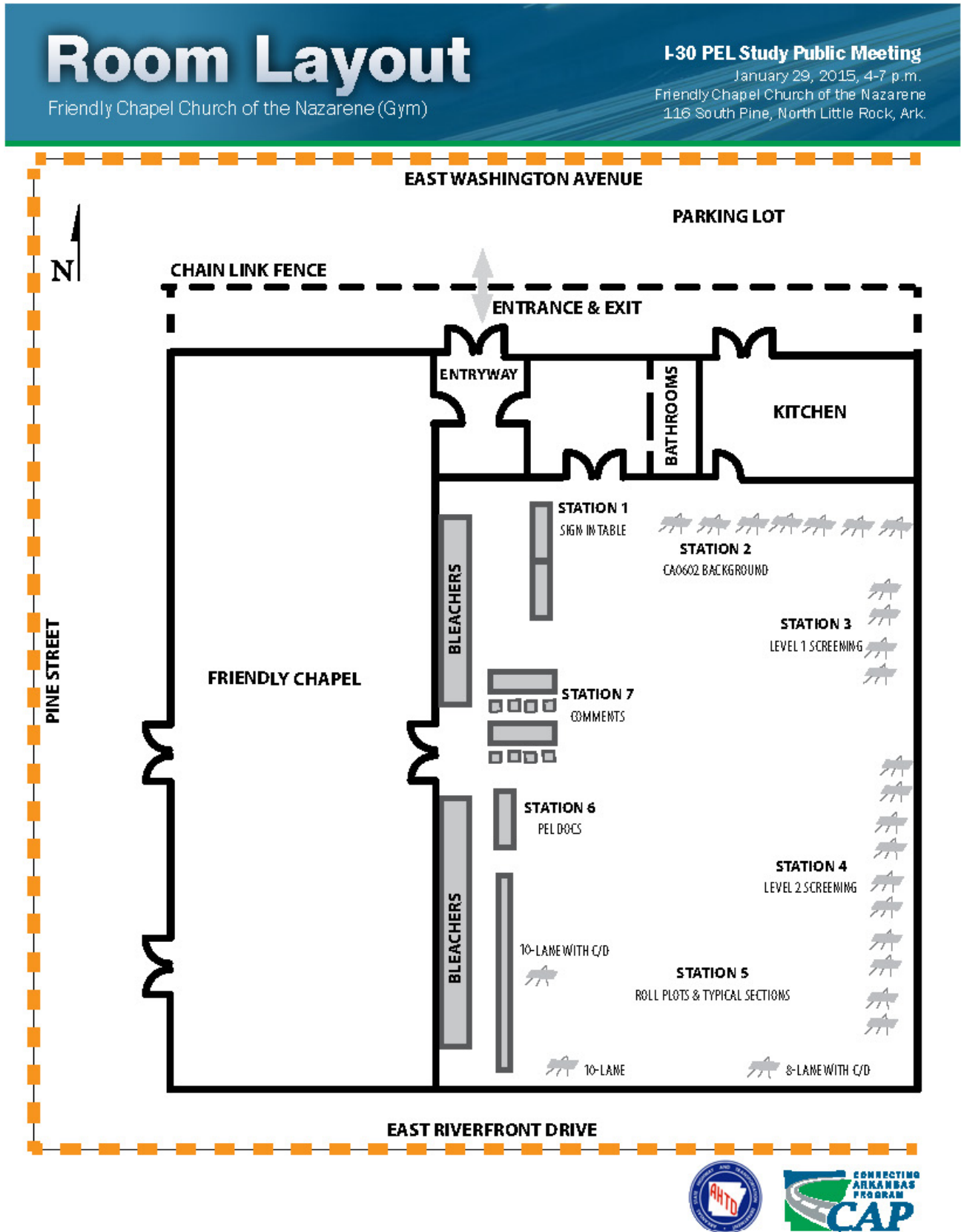
Station 7: Comment Tables and How to Get Involved - This station included a sitting area and comment boxes for meeting participants to complete and submit comment forms at the meeting venue. This station also presented an exhibit detailing the various methods members of the public could obtain more information 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
	Exhibit	Study Goals
Station 3: Level 1 Screening	Exhibit	Universe of Alternatives
	Exhibit	Alternative Screening Process (Overview)
	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 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
	Exhibit	Scenarios for Further Evaluation (Moving on to Level 3)
Station 5: Roll Plots and Typical Sections	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
	Exhibit	Notice Regarding Interchange and Ramp Locations
Station 6: 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 7: Comments and How to Get Involved	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**.

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	<p>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.</p>
F	Suggestion and/or comments regarding an Elevated Lanes (Roadway) alternative	<p>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</p>
G	Suggestion or comments regarding I-30 Arkansas River Bridge alternatives	<p>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.</p>

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.