



## Hetzel, Jon, D

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**From:** Hetzel, Jon, D  
**Sent:** Thursday, June 7, 2018 11:04 AM  
**To:** Hetzel, Jon, D  
**Subject:** FW: 30 Crossing EA

**From:** Casey Covington <[CCovington@Metroplan.org](mailto:CCovington@Metroplan.org)>  
**Date:** June 4, 2018 at 12:33:26 PM EDT  
**To:** "[randal.looney@dot.gov](mailto:randal.looney@dot.gov)" <[randal.looney@dot.gov](mailto:randal.looney@dot.gov)>  
**Cc:** "Browning, Benjamin" <[Benjamin.Browning@ardot.gov](mailto:Benjamin.Browning@ardot.gov)>, Tab Townsell <[TTownsell@Metroplan.org](mailto:TTownsell@Metroplan.org)>, "Jilek, Pete (FHWA)" <[Pete.Jilek@dot.gov](mailto:Pete.Jilek@dot.gov)>  
**Subject:** 30 Crossing EA

Randal

On May 25<sup>th</sup> I was given an opportunity to review the draft EA for 30 Crossing at FHWA's office. At the project partners meeting last Wednesday I learned that FHWA has given its approval for the document to be released for public comment. I agree with that decision. I appreciate ArDOT and FHWA addressing my concerns previously, and believe the document is technically sound to make a decision.

I want to share a few thoughts with you before it is publically released. Please note that I had limited time to review the document and did not review the technical appendices; as such, several of my comments are likely addressed in these and if so would not need to be considered. Feel free to contact me if you have question.

1. Page 44 - I-30 Improvements (South Terminal to 65<sup>th</sup>)

The EA did not completely describe the improvements included in the modeling, chiefly the 3 lanes within the South Interchange and modifications between the South Interchange and Roosevelt to handle this 3<sup>rd</sup> lane (i.e. continuation of I-30 through interchange).

2. Figure 26

The note on the figure did not appear to be supported by the results shown in the figure.

3. Figures 29 and 31

Both figures shows segments as green that are, in fact, congested outside the peak hours. This is a result of bottlenecks outside the corridor that queue into these segments of I-30/I-40. Consider noting this.

4. Sections 3.1 & 3.2 (Economic Conditions and Regional and Community Growth)

The write-up for these segments presents only positives of the project and does not present any potential negatives of the project. The public is likely to pick up on this and include in their comments the probable regional land use implications. Some will feel the document is not balanced with respect to impacts.

5. Page 60 & 71 - Downtown Traffic

The project team has done an exceptional job of minimizing traffic pattern changes in the historic districts. The write-up, however, should acknowledge some uncertainty about the exact impact to downtown traffic patterns.

6. Page 104 - Aesthetics

The public will make comments about the bridge's width in respect to aesthetics. Consider addressing this now and noting design considerations to maximize functionality, as well as appropriate lighting for pedestrians and cyclists.

7. I-630

FHWA should be prepared to respond to comments on I-630, as this will be a principal concern of many responders on the EA. They will pick up on the comment regarding the I-630 bottleneck on page 54 that says congestion on I-30 could be corrected with a project along I-630, while also noting I-630's inclusion in the PEL. Others may challenge the logical termini and if I-630 should be shown as at least an indirect impact. Technical savvy individuals will pick up on the different congestion levels on I-630 with the different alternatives, noting that the recommended alternative shows the highest congestion level and extent of queue resulting from the I-630 bottleneck. I say that not to recommend changes to the document before its release, but just so you are thinking about your response.

For the record: Metroplan staff remains concerned about 30 Crossing's relationship I-630, and if asked to officially respond will reflect that concern. We do acknowledge that 30 Crossing is not solely responsible for the congestion on I-630 and that regardless of 30 Crossing some improvements to I-630 would likely be recommended. However, I feel that the 30 Crossing project will impact the feasibility of alternatives, potentially the recommended alternative, and timing for improvements.

Casey R. Covington  
Deputy Director  
Metroplan

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, June 10, 2018 1:28 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Joan Courtney

**Email:** joanbcourtney@gmail.com

**Path:** //connectingarkansasprogram.com/l30-public-comment-form

**Message:**

I SUPPORT "NO BUILD" IT NEEDS FORTHER REVIEW

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, June 12, 2018 5:32 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Woody Tedford

**Email:** spdracr39@gmail.com

**Address:** 21 oak brook drive  
Cabot Arkansas 72023

**Telephone:** 5014164635

**Message:**

I think this expansion is long overdue. It is the only thing that makes sense let's get it done.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, June 15, 2018 10:28 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Path:** //connectingarkansasprogram.com/30-crossing-environmental-assessment

**Message:**

Please identify the "similar freeways" compared on page 16 of the EA to "the segment of I-30 from I-630 to I-40" along with their respective relevant crash data. I realize this may just be a matter of identifying the "similar freeways" in a larger table, array or publication.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, June 19, 2018 10:00 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Heaven Mercer

**Email:** heaven.mercer@gmail.com

**Address:** 8100 Cantrell Rd

Apt 202

**Telephone:** 5014255272

**Message:**

This is nothing but a construction project to benefit investors. It has ZERO to do with making the commute easier for the citizens of Little Rock. It does not take into consideration the effect it will have on the people who live around and under I-30 (because they are primarily people of color and poor). Obviously nothing coming from the state these days is for the actual benefit of anyone who lives here. Follow the money.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, June 21, 2018 9:56 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Cheryl Allen-Doddridge

**Email:** cmail1104@yahoo.com

**Path:** //connectingarkansasprogram.com/know-the-facts-i30/

**Message:**

I have been told public parking areas in the River Market area, specifically at Sherman and 2nd, under Clinton Library off I-30 ramp and the circular lot between 2nd and Clinton off ramp on Sherman will be closed along with all ramps into River Market. Is this true? Please tell me where to locate the proposal for closing the items above for view before the July 12th public hearing at Wyndham hotel.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, June 22, 2018 4:40 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Bobbie Harvin

**Email:** bobbie4755@att.net

**Path:** //connectingarkansasprogram.com/contacts

**Message:**

do you have a map of what is the plan for around the Arkansas Art Center

## Connecting Arkansas Program

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**From:** Amber Patterson <Amber.Patterson@murphyusa.com>  
**Sent:** Tuesday, June 26, 2018 9:13 AM  
**To:** info@ConnectingArkansasProgram.com  
**Subject:** I-40 Project information  
**Attachments:** 8797 Public Hearing Notice 6.22.18.pdf

Good morning,

I am requesting additional maps and plans for the I-40 project from 365 to 67/167. We own and operate our Murphy Express convenience store on W Pershing Hwy, adjacent to I-40, appearing to be within the project zone.

I have checked the Connecting Arkansas Program website; unable to locate the plans for this particular project.

Also, can will you list my information below as the property owner contact for future reference?

Thank you,

*Amber Patterson*

*Property Management*

Office 870-881-6652

Cell 870-814-2210

Fax 870-881-6805

Murphy Oil USA, Inc.

PO Box 7300

El Dorado, AR 71731-7300



Rec'd 6/22/18  
You're invited! #8797

-Allen  
-Koons  
-Bacon

## OPEN HOUSE PUBLIC HEARING NOTICE

**WHAT:** Location and Design Public Hearing to present and discuss the Environmental Assessment and proposed design plans to improve I-30 in Little Rock and North Little Rock between I-40 and I-530, including the Arkansas River Bridge, as well as improvements to I-40 from Hwy. 365 to Hwy. 67/167.

**WHEN:** Thursday, July 12, 2018  
4:00 p.m. – 7:00 p.m.

**WHERE:** Wyndham Riverfront (Silver City Rooms)  
2 Riverfront Place  
North Little Rock, AR

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The Arkansas Department of Transportation (ARDOT) in cooperation with the Federal Highway Administration (FHWA) and U.S. Army Corps of Engineers (USACE), will conduct an open forum Location and Design Public Hearing to present and discuss the Environmental Assessment (EA) and proposed design plans to improve Interstate 30 from Interstate 530 and Interstate 440 to Interstate 40; including the Arkansas River Bridge, and a portion of I-40 from Highway 365 (MacArthur Drive) to Highway 67/167 including associated interchanges. The public hearing will present the proposed preferred alternative, the 6-Lane with Collector/Distributor (C/D) Lanes with Split Diamond Interchange (SDI) at the Highway 10 interchange. Information on the EA, proposed location and design plans, right-of-way appraisal and acquisition procedures, and De Minimus Section 4(f) evaluations will be available at the hearing. This will be an "open house" hearing with no formal presentations. The public is invited to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments.

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to the Connecting Arkansas Program Manager, 4701 Northshore Drive, North Little Rock, AR 72118, call (501) 255-1519, fax (501) 372-8042 or email [Info@ConnectingArkansasProgram.com](mailto:Info@ConnectingArkansasProgram.com). Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public hearing.

**NOTICE OF NONDISCRIMINATION:** The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569- 2298, (Voice/TTY 711), or the following email address: [joanna.mcfadden@ardot.gov](mailto:joanna.mcfadden@ardot.gov)



Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.  
ARDOT Job No. CA0602 / [30Crossing.com](http://30Crossing.com)

## Connecting Arkansas Program

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**From:** DAN <birddan@comcast.net>  
**Sent:** Wednesday, June 27, 2018 10:57 AM  
**To:** Connecting Arkansas Program  
**Subject:** Re: 30 Crossing Public Hearing – July 12

You haven't listened to any of the outspoken opposition to this plan so far so I don't see the point in attending this public meeting. Cease the plan to expand the highway!

Sent from XFINITY Connect App

----- Original Message -----

From: Connecting Arkansas Program  
To: birddan@comcast.net  
Sent: June 27, 2018 at 9:16 AM  
Subject: 30 Crossing Public Hearing – July 12

Greetings,

Thank you for your interest in the Arkansas Department of Transportation's 30 Crossing Project. Please find information below regarding an upcoming public hearing on Thursday, July 12.

**WHAT:** Location and Design Public Hearing to present and discuss the Environmental Assessment and proposed design plans to improve I-30 in Little Rock and North Little Rock between I-40 and I-530, including the Arkansas River Bridge, as well as improvements to I-40 from Hwy. 365 to Hwy. 67/167.

**WHEN:** Thursday, July 12, 2018, 4:00 p.m. – 7:00 p.m.

**WHERE:** Wyndham Riverfront (Silver City Rooms), 2 Riverfront Place, North Little Rock, AR

The Arkansas Department of Transportation (ARDOT) in cooperation with the Federal Highway Administration (FHWA) and U.S. Army Corps of Engineers (USACE), will conduct an open forum Location and Design Public Hearing to present and discuss the Environmental Assessment (EA) and proposed design plans to improve Interstate 30 from Interstate 530 and Interstate 440 to Interstate 40; including the Arkansas River Bridge, and a portion of I-40 from Highway 365 (MacArthur Drive) to Highway 67/167 including associated interchanges. The public hearing will present the proposed preferred alternative, the 6-Lane with Collector/Distributor (C/D) Lanes with Split Diamond Interchange (SDI) at the Highway 10 interchange. Information on the EA, proposed location and design plans, right-of-way appraisal and acquisition procedures, and De Minimis Section 4(f) evaluations will be available at the hearing. This will be an "open house" hearing with no formal presentations. The public is invited to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments.

Additional information regarding 30 Crossing and the public hearing are located at the link below:

30 Crossing Homepage: [30crossing.com](http://30crossing.com)

EA: [connectingarkansasprogram.com/30-crossing-environmental-assessment](http://connectingarkansasprogram.com/30-crossing-environmental-assessment)

Public Hearing Page with Materials: [connectingarkansasprogram.com/meetings/i-30-pulaski-county/518/30-crossing-public-hearing-july-12-2018](http://connectingarkansasprogram.com/meetings/i-30-pulaski-county/518/30-crossing-public-hearing-july-12-2018)

Electronic Comment Form: [connectingarkansasprogram.com/i-30-public-hearing-comment-form](http://connectingarkansasprogram.com/i-30-public-hearing-comment-form)

Anyone needing project information or special accommodations under the Americans with Disabilities Act (ADA) is encouraged to write to the Connecting Arkansas Program Manager, 4701 Northshore Drive, North Little Rock, AR 72118, call (501) 255-1519, fax (501) 372-8042 or email [Info@ConnectingArkansasProgram.com](mailto:Info@ConnectingArkansasProgram.com). Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public hearing.

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Free language assistance for Limited English Proficient individuals is available upon request. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. ARDOT Job No. CA0602 / 30Crossing.com



**Jon Hetzel**  
Communications Manager  
Office: 501-255-1519  
E-mail: [Info@ConnectingArkansasProgram.com](mailto:Info@ConnectingArkansasProgram.com)

[Click here to stop receiving 30 Crossing updates](#)

Arkansas Department of Transportation - 10324 Interstate 30, Little Rock, Arkansas 72209

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, June 27, 2018 2:56 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Anthony Martinez

**Email:** awbtel@yahoo.com

**Path:** //connectingarkansasprogram.com/30-crossing-3d-simulations/

**Message:**

I am not saying anyone did this on purpose but the videos showing way more congestion on one than the other makes it appear you are trying to persuade people a certain way. Is this what the simulation tool determined traffic flow would look like using the same traffic flow?

## Connecting Arkansas Program

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**From:** Hetzel, Jon, D <jdhetzel@garverusa.com>  
**Sent:** Thursday, June 28, 2018 8:56 AM  
**To:** Info@ConnectingArkansasProgram.com  
**Subject:** Public Parking in the River Market

From: James Kingsbury [mailto:jkingsbury1989@gmail.com]  
Sent: Thursday, June 28, 2018 8:31 AM  
To: Public Information Office  
Subject: Public Parking in the River Market

To whom this may concern,

My name is James Kingsbury and I am an employee who works in the museum of discovery. If you take away the public parking in the river market I will have no where to park as I cannot afford to pay for parking.

The river market is already a busy place and hard to find parking as it is. My coworkers and myself can not afford to park block away from our place of work every day if this were to happen.

I'm asking you to vote against taking away the public parking in the River Market as this would cause a significant hardship on all of the people who work in this area.

Thank you for your time,

James Kingsbury

Sent from my iPhone

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, June 29, 2018 11:55 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Todd Fisher

**Email:** todd\_fisher@att.net

**Address:** 312 Pinnacle Dr, Bryant, AR

**Telephone:** 5018477980

**Message:**

As someone who travels this route daily, the proposed design does nothing to impact the daily bottleneck that exists between the I-630 interchange and the south terminal interchange. Due to the lane crossing that must occur between the 630E to 30W ramp and the 440/530 left exit ramp over a relatively short distance, traffic backups and accidents are an almost daily occurrence during the evening rush period. The matter is worsened by the Roosevelt onramp to 30W for those that make the jump across 3 lanes of traffic in order to make the 440 left exit less than 1/2 mile away. Proposed designs appear to add at least 1 additional lane in this area, so the issue will be further compounded by the additional lateral distance required for traffic to move and the increased volume. The same traffic flow and safety improvement goals could be accomplished simply with ramp reconfiguration and replacement of the I-30 river bridge, compared to the added cost and disruption of added right of way purchases to accommodate a 10 lane solution.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 2, 2018 8:41 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Lisa Wells

**Email:** Lisaramgr@sbcglobal.net

**Path:** //connectingarkansasprogram.com/contacts

**Message:**

Hello. How do we fight to keep the public parking in downtown Little Rock?

## Connecting Arkansas Program

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**From:** williams2771@aol.com  
**Sent:** Monday, July 2, 2018 6:59 PM  
**To:** Info@ConnectingArkansasProgram.com  
**Subject:** CA0602 Public Hearing

My property address is 1500 Geyer LR,AR 72202. Will this project affect my property?

Please advise.

Thank you,  
Curtis Williams  
Sent from Windows Mail

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 3, 2018 10:06 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Address:** 1010 Rock

Little Rock, AR 72202

**Telephone:** 5013743174

**Message:**

The Arkansas Highway and Transportation Department (AHTD) has proposed making a number of changes to the I-30 corridor that runs from Interstate 40 to Interstate 530. Because the "30 Crossing" project implicates numerous interests and considerations, many of the choices AHTD must make are difficult. For example, should the revamped highway remain at six lanes, or should it be expanded to eight or 10? Strong arguments exist on both sides of this question. And the same is true for many other aspects of the project. But there is at least one issue where the evidence overwhelmingly favors a particular side: The I-30/Cantrell interchange must be preserved.

One of the most fundamental principles of urban planning is that the transition between major arteries should be as seamless as possible. Failing to comply with this precept generally creates countless problems: It wastes striking amounts of commuter time, increases accidents, elevates pollution levels, undercuts business interests, and promotes traffic patterns that damage residential communities. As a result, major arteries should be directly connected absent truly compelling circumstances.

The Little Rock area is currently in full compliance with this artery transition standard. There are four major arteries in the metropolitan area--Cantrell Road, Interstate 30, Interstate 430, and Interstate 630. Under the existing design, each road is easily accessible at the five locations where they intersect:

Unfortunately, AHTD is considering eliminating the seamless transition at the fifth intersection--Cantrell Road and I-30.

AHTD is reviewing two construction proposals for entering and exiting I-30 in the downtown area. One would retain the interchange in place today. The other, known as the "split diamond interchange," would remove the Cantrell entrance and exit and move access to the highway south to Fourth Street, Capitol Avenue, and Sixth Street. At present, there is effectively only one stoplight between Cantrell and I-30. Under the split diamond proposal, there would be four to six lights between them. Not surprisingly, such a violation of basic urban planning standards would cause numerous problems for both the local community and the broader metropolitan area. First, travel times for commuters and others transitioning between Cantrell and I-30 would increase. This means that tens of thousands of people would spend additional time in their cars

each day. How much extra? Our conservative guess is between four and six minutes per day--two to three minutes in each direction--though it could easily be more. This may not seem like much, but four minutes a day multiplied by 240 working days per year equals 16 hours per year. Six minutes a day inflates the lost time to 24 hours per year. Additionally, longer commutes will increase both gasoline usage (which costs money) and pollution. And all of these problems will be even worse if many commuters use alternative, longer paths to travel between different parts of the city, as the AHTD contemplates will happen once the Cantrell/I-30 interchange is eliminated. Second, these greater travel times will impact businesses all along the Arkansas River in Little Rock because it will be more difficult to reach riverside communities like the Heights and Riverdale from North Little Rock and various other parts of the region. Moreover, since it will take longer to exit the neighborhoods adjacent to the river, residents of that area will be less likely to visit businesses in North Little Rock and other commercial districts, causing critical losses in sales, tax revenue, and jobs.

Third, the split diamond will damage downtown residential communities, especially the one currently growing between Third and Ninth streets. Capitol, Fourth, and Sixth will have dramatically increased traffic, more stoplights, and less (or no) parking, making this area considerably less livable. Furthermore, the split diamond will make it harder for those living downtown to access Cantrell and the interstate when they want to travel to other parts of the metropolitan area. These problems will certainly deter people from moving into the heart of the city, slowing down--if not reversing--the rebirth of central Little Rock that began 25 years ago. Proponents of the split diamond interchange make two arguments in defense of that proposal. Neither has merit.

- They contend that moving highway access to the south will increase development in the River Market. But the area has already been growing rapidly under the present layout with the Cantrell exit and entrance. And if living downtown, parking in the city and traveling to and from downtown all become considerably more difficult, as noted above, the damage to the River Market and the surrounding area will likely be much greater than the benefits gained from having the additional walking spaces that will be created if the Cantrell entrance and exit is eliminated.
- Proponents assert that accidents will be reduced by the split diamond because the "dangerous" intersection at Cantrell and President Clinton will have considerably less traffic, increasing pedestrian safety. That seems highly unlikely. First, according to the leading study of the intersection, the crossing at Cantrell and President Clinton only had nine auto accidents over the 10-year period of the study--less than one a year. Second, there may be only a small decrease in traffic through the intersection because each alternative travel route will require far longer travel times. Third, because of the extra stoplights drivers will need to navigate to transition between

Cantrell and I-30, commuters accustomed to a speedy one-light trip may rush through the four-plus new traffic lights to reach their destination, increasing accidents. Fourth, the considerable

uptick in cars traveling along Fourth, Capitol, and Sixth will also likely elevate the number of accidents in the growing residential community that these streets run through. The best evidence firmly supports the conclusion that shifting highway access south from Cantrell will actually

decrease safety rather than promote it.

The Third Street Merchants Association, the Downtown Little Rock Partnership, and certain other center city interests support the split diamond. Apparently they believe--wrongly in our view--that shifting the interchange south will do more good than harm for the downtown area. But even if there is some plausibility to this position, the damage to every other sector of the metropolitan area easily outweighs even the most Pollyannaish estimates of the benefits to the River Market and the immediately surrounding community. As a result, removing the Cantrell/I-30 interchange simply cannot be justified under any fair analysis of the 30 Crossing project.

It is the duty of the AHTD to consider the interests of the entire region in developing a plan for the I-30 corridor. Downtown businesses are important, to be sure. But they are only one piece of a far broader community, most of which will be irreparably damaged by the loss of the Cantrell entrance and exist. At best, shifting the interchange to Fourth, Capitol, and Sixth serves the interests of a small set of downtown businesses and a select group of residents who are fortunate enough to live within walking distance of the River Market, while hurting virtually everyone else in Pulaski County and the surrounding counties.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 4, 2018 6:53 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Address:** 1010 Rock, Little Rock, Arkansas 72202

**Telephone:** 5013743174

**Message:**

Please address the comments made by Joshua Silverstein in his editorial of November 2016 regarding the need to maintain the Cantrell Road/I-30 Interchange. These are important indirect effects which have not been adequately addressed in the EA and its appendices. I earlier input this editorial as a public comment to you. It is also available at:

<https://mail.google.com/mail/u/0/#inbox/16460f2c9cbd4ff0?projector=1&messagePartId=0.1.1>

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 4, 2018 9:46 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Address:** 1010 Rock, Little Rock, Arkansas 72202

**Telephone:** 5013743174

**Message:**

Please change the wording on your electronic comment form which reads:

"The proposed preferred alternative is the 6-Lane with Collector/Distributor (C/D) Lanes with Split Diamond Interchange (SDI) at the Highway 10 Interchange. Please provide comments on the preferred alternative."

This effectively creates the misimpression that comments may only be submitted on the preferred alternative--and that's just wrong. Public input is not restricted to Alternative 2B.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 5, 2018 12:37 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kevin Christian

**Email:** kevinchristian@hotmail.com

**Address:** 3119 North Olive St, North Little Rock

**Telephone:** 5014137127

**Message:**

I live in Park Hill, just about two miles from the river. As someone who is downtown almost every day for either work or leisure, I find the prospect of a massive freeway expansion (which is what this plan is no matter how the various lanes are characterized) to be a very dismal prospect. I do not believe this plan is for the benefit of the people who live in the central parts of LR/NLR, but instead to help commuters who live in outlying areas to shave a few minutes off their commute.

There should be no increased freeway capacity through the urban core. Instead, planners should be looking at ways to divert traffic passing through the city to the roadways on the edge of the city like 440/430, and looking at ways to improve transit options in the central part of the city other than single occupant vehicles. A high capacity boulevard should instead be considered where 1-30 now exists between the 40 and 630 interchanges.

This plan just feels very backwards looking, as many cities are dismantling the freeways that slice through the heart of the city, or abandoning plans that would building more freeways through the urban cores. Downtown is finally getting its footing again. This plan would have negative effects of the area for decades.

I am strongly opposed to the implementation of this plan.

Kevin Christian  
North Little Rock

## Hetzel, Jon, D

---

**From:** Hetzel, Jon, D  
**Sent:** Friday, July 6, 2018 6:48 AM  
**To:** 'Info@ConnectingArkansasProgram.com'  
**Subject:** FW: Free Public Parking in River Market District

**From:** Cheryl Allen [<mailto:cm1104@yahoo.com>]  
**Sent:** Thursday, July 05, 2018 1:51 PM  
**To:** Public Information Office  
**Subject:** Free Public Parking in River Market District

Dear Sir or Madam,

I am an employee in the River Market district, Little Rock, Arkansas.

After reading Section 5.2.1 per a draft copy of the I-30 Crossing Project dated April 2018, it was very upsetting to discover the city of Little Rock has not requested the public parking areas near the River Market remain as free designated parking spaces.

As a commuter, who depends on these spaces, I would like to know where the city would like for me to park??

The parking deck at Sherman and 2<sup>nd</sup> is at capacity and, from what I have been told by the Little Rock Convention and Visitor's Bureau, the likelihood of renting a space is not possible in the foreseeable future.

As far as I know the remaining options would be street parking (which is on the chopping block too), the Clinton Library lot, or the downtown post office lot. Personally, I don't believe the library nor the post office would allow 150 to 200 cars to park, between the two lots, for 8 hours a day; not to mention the personal inconvenience.

Does the city have a plan to provide free parking and if so why is the plan not, in some way, part of the report?

It seems the city is not concerned about the repercussions of eliminating free parking areas for the River Market employees or businesses...again, not to mention the personal imposition.

I contacted Don Kumpuris, city planner for Little Rock, on June 29<sup>th</sup> and have yet to receive a reply.

Any consideration and/or assistance in this matter would be greatly appreciated.

Thank you,

Cheryl Allen-Doddridge

I wanna be a sheep...baa...baa...baa...baa, I don't want to be a goat...nah...nah...nah...nah Matthew 25: 31-33

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 5, 2018 10:51 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Anthony Davis

**Email:** happylife7749@gmail.com

**Address:** 805 Tumbling Circle

Cabot, AR 72023

**Telephone:** 501-529-4329

**Message:**

I fully support the preferred alternative 6 lane with C/D lanes with SDI at Highway 10. Arkansas DOT has done a great job keeping the public informed through this extensive process.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 5, 2018 11:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Charles & Freda Christian

**Email:** charles\_384@msn.com

**Address:** Bradford, Arkansas 72020

**Telephone:** 501-344-2488

**Message:**

We don't live there but we often visit family and have appointments in LR/NLR. We appreciate downtown improvements and are concerned the plan being considered will reverse and hinder progress. Road plans should consider the people that live, work and visit before the traffic speeding through. Please reconsider the current plan. Thank you.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 6, 2018 11:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jacob

**Email:** gorillabeach@hotmail.com

**Address:** 831 W Center St. Fayetteville AR 72701

**Telephone:** 8704647733

**Message:**

\$600 million is a lot to spend on a short span of highway. Little Rock is not growing at a pace that warrants this much investment. This same money could be used to create a commuter rail system in NWA. I never want to hear that, "There's not enough money." When speaking of investing in a public transportation system ever again.

Build roads for people, not cars.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 9, 2018 1:18 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Josh Fendley

**Email:** jkfendley@gmail.com

**Address:** 290 Goshen Avenue, North Little Rock, 72116

**Telephone:** 5019445674

**Message:**

Based on reporting, it seems the commission isn't interested in relying on newest available data and insights from subject matter experts to develop an optimal plan to reduce congestion and slow traffic in the heart of the metro. Is the reporting accurate or incomplete?

What data/research has the commission relied upon to develop the proposed plan that invites more traffic into the heart of the metro?

As pointed out by Mayoral Candidate Sabin, the project is already being described as a boondoggle which fails to recognize the full array of direct negative consequences, let alone second and third order consequences, to residents and small businesses of Little Rock and North Little Rock.

I strongly urge the commission to reconsider development of alternative routes for thru-traffic around the metro and commuter routes for those living outside of Little Rock and North Little Rock.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 9, 2018 9:16 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Pamela Jones

**Email:** pamjknits@gmail.com

**Address:** 11840 Rivercrest Dr.little Rock, AR 72212

**Telephone:** 501218613

**Message:**

Widening the I30 corridor is a terrible idea for the citizens of Little Rock. When the lanes are increased, you encourage people to move from the city. There is a way to bypass the city already whether coming from I30 or I40 if just passing through the city. This will disrupt the downtown area and the area around Clinton Center which has become a vital part of the city.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 10, 2018 11:40 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Paula Padilla

**Email:** paulaspadilla@gmail.com

**Address:** 12 Trelon Drive  
72223

**Telephone:** 501 658 7793

**Message:**

Please do not turn "The City of Roses" into  
"The City of Concrete".

Why are you willing to ruin downtown Little Rock to eliminate 15 minutes drive time for a commuter who lives and pays taxes in another county?

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 10, 2018 12:48 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Elliot Esmaeilpour

**Email:** emami@sbcglobal.net

**Address:** 300 E. 3RD ST

**Telephone:** no phone call

**Message:**

Traffic needs to be moved away from downtown rather than directed to the center. Congestion is due to commercial traffic (trucks and semis) driving thru Little Rock going to Texas or Tennessee. It seems the plan is to push more vehicles over the river which basically will end up being a large parking lot with no where to go. Having multi lanes over the river reduced to 2 or 3 lanes on the other side would no help, but add to the problem. Please spend the money more wisely.



ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)



CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
4:00 - 7:00 P.M.
THURSDAY, JULY 12, 2018

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

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by Friday, July 27, 2018. In addition, an electronic comment form is available on the 30Crossing.com website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Roderick L. Smothers
Address: 900 Daisy L. Cotton Bldg Little Rock AR
Phone: (501) 390-5314
E-mail: Rsmothers@philander.edu

Comments / Suggestions:

Concern 1: Noise For Philander Smith College and its neighbors
Concern 2: How do Minority/Disadvantaged Businesses get utilized during the process.
Concern 3: Are there any environmental issues to be considered with this project.

(Continued on back)

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 10, 2018 8:42 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Path:** //connectingarkansasprogram.com/corridors/9/i-30-pulaski-county/

**Message:**

What cost contingency was used for 30 Crossing?

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 9:03 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jerry Adcock

**Email:** janthony7@live.com

**Address:** 511 Dobbs St. Benton, AR 72015

**Telephone:** 5019099088

**Message:**

I do NOT approve of the I-30 crossing project.

For the following reasons:

First, Little Rock, particularly downtown, has worked so hard to build and establish itself as a place of family fun, entertainment, and outdoor activities. Why would you want to change that, everything the city has worked so hard to create?

Second, from my understanding, hundreds of millions will be spent on this project to only save seconds on commute time. Financially, that is not worth it.

Third, it is an old way of thinking. People do not want the interstate going through the center of the city. They want it going AROUND the city. There are plenty of examples of this methodology successfully implemented.

Work towards a solution that takes what people want into consideration and not destroy the downtown area of Little Rock.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 9:53 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Clementine Infante

**Email:** akumal93@aol.com

**Address:** 700 East 9th Street, Little Rock, Arkansas 72202

**Telephone:** 501-519-4222

**Message:**

I have been reading about the damage that this kind of highway proposal can do in the 21st Century. It will continue to move Arkansas backwards not forwards. The progressive cities I have visited are finding ways to open these areas as parks and green space for people not more cars. That's what we will get from this highway proposal; more cars! Why are we spending so much money to relieve those people who have decided to leave the city area and have to sit for maybe 20 minutes in traffic? Big deal! They won't get home any faster and the city will be left with a mess. Arkansas needs to stop making itself 19th on the list of worst places to live in America. This kind of thinking will destroy the beauty of our state and the historic district in its way. Please try to limit if not ditch the plan because this is not progress!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 10:33 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Aaron Wessel

**Email:** sleezweas@gmail.com

**Address:** 3816 Lakewood Valley Dr.

North little rock, Arkansas 72116

**Telephone:** 5016800877

**Message:**

I'm opposed to the expansion of I-30 through the downtown area of little rock and north little rock. I love how the downtown area is now, and feel like this expansion is going to roll back much of the progress that has been made in revitalizing the downtown area. This is a huge waste of taxpayer money and widening the lanes will do little to alleviate traffic through the area. Instead, money should be spent to make the area more pedestrian friendly; not less. I'm a native to this state and have lived here my whole life,. I love biking through the area, commute on the current stretch of I-30 multiple times a day, and can say with certainty that there is no need widen the lanes. There will always be traffic through these areas, it's the nature of the beast. Please find a better way to use the money.

Yours truly,

A consistent voter and taxpayer

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 11:07 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Holly Payne

**Email:** hpayne76@gmail.com

**Address:** 316 Fern Ave, Little Rock, AR 72205

**Telephone:** 4798712840

**Message:**

As a homeowner in Little Rock and someone who works downtown, I oppose the expansion of the I-30 corridor. It serves people whose goals are to avoid the city of Little Rock and does not serve the citizens of the city itself. The money spent on this expansion would go a long way in improving the public transit in Little Rock which does serve the citizens of the city, especially those who cannot afford to drive and maintain a motor vehicle. Why are we spending money to benefit those who are already succeeding and ignoring the underserved population of this city? Until the least of this city start succeeding, we will always be a backward place.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 1:56 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Brandon Thornton

**Email:** brandon.thornton@ar.steePhill.com

**Address:** 5019 Hawthorne Rd.

Little Rock, AR 72207

**Telephone:** 6157272409

**Message:**

This project is wasteful and unnecessary. Many of the FAQ's on your website are not true were clearly written by someone with a financial interest in this project. While modern cities are doing away with massive highway projects in favor of boulevards, parks, and surface streets, Little Rock is trying to force a highway plan on its citizens that is straight from the 1970's that will further divide neighborhoods and harm local business. This is a terrible idea and I am completely against it.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 2:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Path:** //connectingarkansasprogram.com/corridors/9/i-30-pulaski-county/

**Message:**

Please send me a copy any Benefit Cost Analyses, economic analyses, or cost estimates for the 30 Crossing project. Email or hard copy is fine. My hardcopy mailing address is:

Dale Pekar

1010 Rock

Little Rock, Arkansas 72202

I already have the Cambridge Systematics Benefit Cost Analysis which was conducted earlier.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 4:37 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Aaron C Baldwin  
**Email:** aaronbaldwin10@gmail.com  
**Address:** 316 Fern Ave  
Little Rock, AR 72205  
**Telephone:** 5013108259

**Message:**

I appreciate this opportunity to publicly comment on the proposed expansion of Interstate 30. While I support infrastructure spending as a means to employ many and improve the quality of life for all, I do not believe that expanding Interstate 30 will improve our lives.

Us is an important economic

Understanding congestion and the efficacy of policy interventions is not my expertise, but an authoritative study published in the American Economic Review (2011) by Gilles Duranton, et al. has provided valuable insight. Their work reveals that for every 1% increase in city highway construction, total city driving increases 1%. The multi-state study consistently demonstrates that increased provision of interstate highway lanes fails to relieve congestion of these roads. Like others, this study is widely cited and available at no cost.

The last decade has witnessed changes in where Americans want to live. Fueled by the desire to live somewhere walkable, many like my wife and I, are moving back to inner cities near restaurants, bars, and offices where they won't need cars. In this vein, Milwaukee and Boston have recently destroyed urban interstates and witnessed substantially more economic development in their absence. As roads are built to facilitate draining urban communities, tax revenue will drain with them. The data is in, Little Rock will likely suffer if our state spends hundreds of millions to drive people out.

I remain hopeful that the great state of Arkansas will reject this prodigal expansion of I-30 and reconsider more intelligent infrastructure projects aimed at improving the quality of life for all Arkansans. Thank you for your time and cooperation.

Sincerely,  
Aaron Baldwin

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 4:44 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Katie Helms

**Email:** kehelms@ualr.edu

**Address:** 4807 Lafayette Ave

**Telephone:** 4797904196

**Message:**

The I30 crossing would have detrimental impacts on the social capital of the City of Little Rock in several ways. First, it will double, triple (or more) traffic counts on some of the more currently walkable/bikable streets in the downtown area. Second, it will further split and segregate areas of downtown, particularly among racial and socioeconomic status groups. The city will lose on community-building efforts when various areas of downtown can't interact with each other because there is a huge 10-lane interstate in the way. Third, businesses will lose impact from patrons who enjoy a livable downtown, not a downtown that is bypassed at 70 miles per hour. Fourth, placing a 10-lane interstate through the middle of what should be a livable, walkable area ensures that citizens need to have a car for transportation. It makes active transportation less feasible, as well as limits transportation options for those who choose not to use or cannot afford a car. It is bad for the health, community, and environment. There are better options that can circumvent the city... splitting downtown with the I-30 crossing will be detrimental to so many areas of progress in Little Rock.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 5:28 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Robert C Walker

**Email:** therobertwalker@hotmail.com

**Address:** 3224 W CAPITOL. Little Rock, AR.

**Telephone:** 5019125215

**Message:**

The Environmental Assessment states:

Bicycle and pedestrian accommodations such as shared-28 use lanes and sidewalks would also have the potential to improve east-west connectivity 29 and accessibility for pedestrians and cyclists to reach public transportation and their 30 desired destinations.

This is incorrect. Shared use lanes are inadequate accommodation for bicyclists. Bicycles on sidewalks are prohibited by the city of Little Rock so sidewalks are not an option for bicyclists. This EA and the project does not address the needs of bicyclists who use an environmentally friendly mode of transportation.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 6:24 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Leigh Gibson  
**Email:** lagshutterbug@yahoo.com  
**Address:** 2902 Henson Pl, Bryant  
**Telephone:** 8709177682

**Message:**

Widening I-30 is not a good solution. For example, traffic will not flow better just because there are more lanes unless you also add lanes to I-40, I-530, or I-30. The 5 lanes for example at the south exchange in front of Bass Pro are the worse part of my afternoon drive. When 5 lanes must squeeze into 3 lanes then it creates a bottleneck. When people try to rush down an merge into the existing lanes actually makes traffic slower and more dangerous. Also adding extra lanes will create more issues under the bridges and create more unsafe areas downtown. Cyclists, tourists, and other visitors already are discouraged already by the parking areas being under the bridges. Please DO NOT add lanes and cost to the public just to create other traffic bottlenecks.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 6:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Path:** //connectingarkansasprogram.com/corridors/9/i-30-pulaski-county/

**Message:**

Please email me or send me a hard copy of the Benefit Cost Analysis that was used in the TIGER VII Grant Application for the I-30 Corridor Project. You previously provided me with an Cambridge Systematics Benefit Cost Analysis but its figures do not coincide with those shown in said Grant Application.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 7:07 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Peter Trabant Ph.D.  
**Email:** trabantpeter@gmail.com  
**Address:** 42 Atrayente Way  
**Telephone:** 5019221251

**Message:**

Please take a long hard look at the I-35 corridor history through Austin, Texas. United we stand, divided we fall and that is what happened as they widened the interstate then double-decked it and finally did the smart thing by building a wide bypass around the city. You already have the bypass with I-440, be smart and use it. Dead-end I-30 at the Clinton Museum and make a more walk and bike friendly downtown.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 9:50 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Richard Hinson  
**Email:** hinsonrw@gmail.com  
**Address:** 1814 rock street  
**Telephone:** 5017655897

**Message:**

Don't waste our tax dollars on this ill conceived plan to relieve congestion that only happens for an hour at most on workdays. Urban sprawl is linked to lower income, lower education, lower quality of life. Why don't we invest this money into something that actually has a ROI instead of a bridge to nowhere. This will also pollute the downtown area if traffic increases on this interstate. Housing and development next to heavily traveled interstates is linked to health risks including higher rates of asthma, cancer and heart disease. This interstate runs right through downtown, where many people live. We would be paying twice for this in public health expenditures on top of the costs of the widening itself. It is a gross misallocation of tax dollars. The costs and negative outcomes heavily outweigh any benefit here, it doesn't take a rocket scientist to see this.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 10:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Emily Dobson

**Email:** emily.elizabeth.dobson@gmail.com

**Address:** 405 E. 10th St., Little Rock, AR 72202

**Telephone:** +15018132567

**Message:**

As a resident of downtown Little Rock, I strongly oppose the expansion of the I-30 bridge. This expensive project will further divide expanding neighborhoods, such as East Village, from the rest of the city and will strangle their growth. If anything, we should use the money for this project to redirect the interstate around downtown.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 11, 2018 11:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ana Grynwald

**Email:** agrn2000@hotmail.com

**Address:** 2 Witry Ct., Little Rock

**Telephone:** 501-551-8546

**Message:**

I am opposed to this project. It will further divide the River Market and the east side which has a lot of investment being poured into it. Secondly, adding more lanes does not improve traffic it actually adds to it by encouraging further development on other counties and having more drivers commuting.

Thirdly, those investing into downtown and the east side want to make the area more pedestrian and bike friendly and adding more lanes and creating more separation only ruins those plans and hurts all future investments.

Please reconsider this project. It seems it only harms the city rather than improve it.

Thank you for your time.



CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
4:00 - 7:00 P.M.
THURSDAY, JULY 12, 2018

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

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by Friday, July 27, 2018. In addition, an electronic comment form is available on the 30Crossing.com website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: ROBERT WALKER

Address: 3224 West Capitol Avenue
Little Rock Ar. Phone: ( ) --

E-mail: Therobertwalker@hotmail.com

Comments / Suggestions: In the environmental assessment, Appendix L, 5.4 community encroachment conditions is 5.4.1 Aerially deposited load. Lines 11 to 17 identify load as a contaminant within 30 feet of the roadway.

(Continued on back)

Comments / Suggestions (cont.): \_\_\_\_\_

There is no recommendation  
to evaluate this danger on  
plans to mitigate it.





CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
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ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Coreen Frasier

Address: 10009 Raymond Dr. Phone: (501) 952-8900
Little Rock, AR
72205

E-mail: Furse.CL@sbcglobal.net

Comments / Suggestions: Public hearings about I-30 crossing have been going on for quite sometime. My involvement in this process has been going on since the beginning, as a tax-paying citizen and a member of the Metrolplan RPAC Committee. This plan will take a walkable, livable, vibrant

downtown area that LR has been working for years to revitalize to a 14,000 car per day street through the heart of downtown LR.

Your statistics about the future has fooled many citizens of LR. The benefits will be experienced and seen by the non-taxpayers from our city. The people who choose to work here, but choose not to live here.

How is this plan going to improve downtown and convince me to want to live there? Have you investigated and read valuable best practices in other communities our size? (Not Dallas)

My hope is that other transportation choices will be honored. Specifically bus, pedestrians and bicycles. There are other choices, and let the people that choose not to live in LR & pay taxes for things here, not dictate what they think needs to be done.

These choices that have been made have not been thoroughly vetted, and many in our LR community have been fooled by statistics that are tilted in a way to benefit who? Commuters who choose not to live here.



CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
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ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Shari D. Rush

Address: 2315 Vance St
Little Rock, AR
72206
Phone: (501) 475-5856

E-mail: Sharig2315@yahoo.com

Comments / Suggestions: my concern is the noise. It's already loud & I feel like adding more lanes would make it even louder. I was told they were putting sound barriers on one side of the freeway but they are not putting sound





CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
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ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Christopher Bauer

Address: 2000 Mill Creek Cir
NLR, AR 72114

E-mail:

Comments / Suggestions: First of all, I'll acknowledge that this project is a huge undertaking w/ lots of factors + variables to consider. I appreciate the amount of planning, communication + transparency - and opportunities to provide input from the public - that the ARDOT

Comments / Suggestions (cont.): has provided. I believe the proposed design will relieve some of the rush hour congestion + dangerous merging + on ramp situations that exist today. I am concerned, however, that it may not provide the volume needed in 15-20 years as the Central Arkansas area grows. I would have liked to have seen an option that extended I-630 to the east + then north across the river to meet at the 67/167 Spate terminus. That would have provided relief of the volume related to thru traffic for downtown considering so much of that traffic is going from the hospitals along 630 northeast to 67/167. It also would have provided another bridge access across the river. I'm disappointed that option wasn't push forward but look forward to the improvements none the less.

Thanks!

Chris





CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
4:00 - 7:00 P.M.
THURSDAY, JULY 12, 2018

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

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by Friday, July 27, 2018. In addition, an electronic comment form is available on the 30Crossing.com website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Lenna Hopkins

Address: 1605 N. Tyler LR AR 72207
Phone: (501) 951-5071

E-mail: lenna13@sbcglobal.net

Comments / Suggestions: I'm concerned that I have to exit in North Little Rock to enter Downtown Little Rock heading south. If you miss the C/D lane you are cut off and have to continue to I-630 and circle back. I do like the center

Comments / Suggestions (cont.):

thru lanes for thru traffic. Thank you





CITIZEN COMMENT FORM

**PUBLIC HEARING**  
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(SILVER CITY ROOMS)  
2 RIVERFRONT PLACE, NLR, AR  
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Attn: Jon Hetzel  
4701 Northshore Drive  
North Little Rock, AR 72118.

**Email:** Info@30Crossing.com  
**Online Form:** 30Crossing.com

*(Please Block Print)*

Name : \_\_\_\_\_

Address: \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_ -- \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

E-mail: \_\_\_\_\_

Comments / Suggestions: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments / Suggestions (cont.): \_\_\_\_\_

I have attended a number of these public meetings.

In all of them, I have been impressed by the professionalism and openness to public comments, complaints and suggestions.

From my perspective, I believe all the input has produced the best possible approach.

Get started!!

Thanks

Tom White





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Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Kathy Webb

Address: 14 Pilot Point Pl. Phone: (501) 258-1949
Little Rock AR 72205

E-mail: kathywebb14@gmail.com

Comments / Suggestions: I oppose the lane expansion as proposed in the 30 Crossing plans. The neglect of arterial streets and other infrastructure needs should take priority. This project is typical of an outdated thinking from the 20th century, not what forward looking communities are doing.

Comments / Suggestions (cont.): \_\_\_\_\_

Please reconsider - make safety improvements but no lane expansions.  
Thank you.

Galt Webb  
Vice Mayor





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North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Stuart Mackey

Address: 2100 Riverdale
Little Rock AR
72202
Phone: (501) 663-5400

E-mail:

Comments / Suggestions: 1 One Exit at 15th Street for all traffic from WLR, SWLR, Pine Bluff coming into downtown seems limited and ripe for congestion.

2 Why is the North Hills exit not reworked to allow traffic from warehouses south of the intersection the opportunity (Continued on back) to head east on I-40 rather than head back into downtown NLR?





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North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Rachel Furman

Address: 504 E 6th St. #201 Phone: ( ) --
Little Rock, AR 72202

E-mail:

Comments / Suggestions: Please consider that the sustainability of this city depends on the liveability of its neighborhoods. This project is vastly increasing traffic on 2nd and 4th streets, which currently have residential and commercial entities that attract people to walk, bike, and

Comments / Suggestions (cont.): enjoy the area as residents  
and as tourists. There is no reason to  
be put 20,000 cars on these roads- We  
need to consider alternate forms of  
transportation to truly make our city  
sustainable and a great place to live.  
This project seems solely focused on  
moving people through Little Rock and  
not actually attracting people to live  
here, which is exactly the wrong,  
and dated, way of looking at things.  
I am sad that our public officials and  
state departments who are paid by our  
taxpayer money are not more forward-  
thinking and innovative to help ensure  
all coming generations the best quality  
of life possible. Please reconsider  
putting more traffic on the downtown  
streets.





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Email: Info@30Crossing.com
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(Please Block Print)

Name: Charity Mullins

Address: 220 E. 19th St
Little Rock, AR 72206

Phone: ( ) --

E-mail: MullinsTF@hendrix.edu

Comments / Suggestions: There is no debate in my mind that I-30 between LR+NLR needs to be improved. The bridge is old and the entrance ramps are way to short causing backing of traffic & dangerous hazards on I-30. Despite these issues I would vote to keep the status quo over the I-30 crossing plan developed by ARDOT. I think there are 4+ issues

(Continued on back)

with the proposed 6-lane C/D solution. ① It is currently treacherous for a pedestrian or bicyclist to cross I-30 west to east & the proposed plan does nothing to alleviate these dangers. Walking <sup>are</sup> forms of transportation too and I am

biking

very concerned that the lack of pedestrian access across I-30 will hinder the economic growth that is occurring on the east side of I-30 in LR. ② It has been demonstrated that this change will significantly increase peak hour car traffic on very important pedestrian streets. I just moved to downtown LR because it is very walkable & safe; this

to walk

~~project~~ project will completely change that safety while I walk to work. I think that lots of younger people like me will end up moving away from LR. Uhh we want to live in walkable downtowns & we will no longer have that in LR. ③ There is no focus on alternative modes of transportation like walking, biking & buses.

④ There is no focus on diverting ~~traffic~~ through traffic to 440, instead this will make it even easier to use I-40 as a thoroughfare. And this will continue to incentivize unsustainable development in Central AR.

I truly wish that ArDOT would consider a more holistic plan that incorporates ALL modes of transport & incorporates sustainable development considerations.





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North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name : MIKE DRNDORFF

Address: 609 E 16TH ST
LITTLE ROCK AR 72202
Phone: (501) 672 -- 1545

E-mail: MDC LLC AR @ GMAIL . COM

Comments / Suggestions: RUSH HOUR TRAFFIC LEAVING
THE CITY LOOKS TO ME TO BE LESS EFFICIENT.
TRAFFIC WILL INCREASE IN THE CITY DUE TO THIS
PLAN.
I DON'T UNDERSTAND HOW THIS PLAN BENEFITS ANYONE
EXCEPT PEOPLE DRIVING THROUGH THE CITY.?

Comments / Suggestions (cont.): \_\_\_\_\_

I DONT HAVE A PROBLEM IMPROVING THE BRIDGE. IM NOT SUGGESTING YOU DO NOTHING. BUT THIS PLAN DOES NOT LOOK LIKE AN EFFICIENT WAY TO LEAK DRIVERS IN AND OUT OF CITY GRID.





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(Please Block Print)

Name: Jerome Green

Address: 604 N. Locust St Phone: 501 374-6305
North Little Rock, AR 72114

E-mail: Jerome.Green@shortercollege.edu

Comments / Suggestions: The improvements to I-30 should include Noise Barriers on the East side of the Freeway North of the Arkansas River along Locust Street between 5th Avenue and 13th Avenue. Shorter College occupies this area for educational purposes. The uses of this property includes residential dormitories

(Continued on back)

Comments / Suggestions (cont.):

that have been platted and approved by the City of North Little Rock and will be under construction beginning in the Fall of 2019. Over 200 students will be living in dormitories on Locust Street between Bishop Lindbergh Avenue and 13th Avenue.

Jimmy Green  
President  
Shawnee College



Where's the lawsuit  
so I can sign ☺

Thank you

Pam Whitaker



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(Please Block Print)

Name: D. DeLynn Hearn

Address: 317 West K Ave
N. Little Rock AR
72116
Phone: (501) 472 -- 8769

E-mail: warblingvires@yahoo.com

Comments / Suggestions: The idea of designing/building at the same time seems odd to me. I'm hearing a lot of jargon in explanations that aren't really helping with understanding what's going to happen. Other than being required by law, what difference will the input from the public make. Things seem pre-decided. I'd like

Comments / Suggestions (cont.): more information about the phases of building and time frames, which the timeline graphic and people present didn't address. What comes 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>? Will several parts be going on at the same time? How big a mess will traffic be, and for how long?





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North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Bobbily Pearson

Address: 112 CORNWALL CT JACKSONVILLE AR 72076

Phone: (501) 551-6246

E-mail: bobbi@soberly.com

Comments / Suggestions: I agree with Alternative 2B. Would hope can have expedited construction. We've waited too long already





ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)



CITIZEN COMMENT FORM

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Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name :

Address: Phone: ( ) --

E-mail:

Comments / Suggestions: I understand the need to fix the bridge over the Arkansas River that is in disrepair, however I am against expanding the capacity of I-30 for the following reasons:
1) Induced Demand: building more capacity does not decrease congestion, it increases traffic counts. This

(Continued on back)

Comments / Suggestions (cont.):

will encourage/incentivize people to live outside of the City of Little Rock who work here. This will:

1a) decrease our tax base

1b) increase Vehicle Miles Traveled per day, already one of the highest in the US. Metro areas

1c) increase air pollution and climate change

2) This will change the landscape/traffic patterns on our local city streets, especially between Rivermarket + the Clinton Library. This will:

2a) make it much more dangerous to walk a bike

2b) decrease tourism revenue

2c) destroy the placemaking the Clinton Library and Rivermarket have created over the past 3 decades

Other communities are decreasing highway capacities and paving over them. This is a terrible idea.





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Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Bob Hayden

Address: 13619 Edgemond
LR 72212
Phone: (501) 626-0461

E-mail: RH.Hayden@yahoo.com

Comments / Suggestions: Meeting was well organized, all
questions were answered.

It looks like a project whose time has come.





CITIZEN COMMENT FORM

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Attn: Jon Hetzel
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North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Bobby Malone

Address: 300 E 3rd #801 Phone: (870) 930-4197
Little Rock AR 72201

E-mail:

Comments / Suggestions:

This is a total over kill, and a waste of taxpayer money. Everyone was worked so hard to make downtown little rock pedestrian friendly. Its a disgrace to chop up our downtown. This is not thought out at all

1960 Mentality (Continued on back)

Bobby Malone





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Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Aladdin Saraheen

Address: 612 E Roosevelt Road Phone: (501) 240-2148
Little Rock, AR
72206

E-mail: Superstore LLC@hotmail.com

Comments / Suggestions: The right of way proposed at our store could hit the underground gas tanks. Moving the tanks will be costly and possibly close our business.





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Attn: Jon Hetzel
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North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Amanda Rodgers

Address: 300 E 3rd #807 Phone: ( ) --
Little Rock, AR 72201

E-mail:

Comments / Suggestions: 4 lane on 2nd Street destroys the Green Space Concept & Pedestrian River Market Area - Why was Capital not utilized to flow traffic

Unnecessary Red Light at Rock & 3rd Street Parking should remain on 3rd to allow Businesses & Residents to thrive

(Continued on back)

2nd Should be 2 Lane w/ Street Parking





# ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)



## CITIZEN COMMENT FORM – ORAL COMMENT

### **PUBLIC HEARING**

WYNDHAM RIVERFRONT  
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### **ARDOT JOB NUMBER CA0602**

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PULASKI COUNTY

### **Steve Holland**

The Southern Company of North Little Rock  
1201 Cypress St.  
North Little Rock, AR

“Steve Holland with Southern Company North Little Rock. I’m concerned about access off of Cypress Street into our building at 1201 Cypress. That’s going to limit us to getting freight delivered and other things and also parking for our customers. Thank you.”

## Connecting Arkansas Program

---

**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 1:12 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Trey Willis

**Email:** illgetbacktoyou@hotmail.com

**Address:** 2307 S Louisiana Street

Little Rock. AR. 72206

**Telephone:** 5017664323

**Message:**

The bridge expansion is massively to expensive for such a small population and all the evidence suggest it won't shorten commute times, but more traffic will use it and everyone will still be delayed at rush hour.

The interstate should loop around Little Rock, we don't need through traffic inside the city center. Creating a boulevard where the existing freeway is now would unite the East and West sides of downtown and make the area more prosperous, enlarging the freeway will further divide the city and make the area much less desirable.

So many other cities are taking out freeways having found them to be cost prohibitive to maintain and the cities have prospered without them. Even Dallas's is looking to remove a freeway and Dallas is more addicted to freeways than any other city I've ever been to.

If Little Rock is to attract people into the city it needs to demonstrate it's a progressive place to live, freeway expansion is retro thinking and a real turn off for younger people.

A bigger freeway will just indebt the state, won't fix the traffic problem, will divide downtown and make the downtown visually unattractive.

Regards

Trey Willis

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 7:27 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jeremy Lewno

**Email:** lewno@yahoo.com

**Address:** 9 hunting hill lane  
little rock, ar 72207

**Telephone:** 3129332980

**Message:**

Absolutely opposed to the I30 widening to the level that ahtd has proposed. I agree 100% with the original assessment for metro plan that just stated this will create induced demand, and future widening projects will have to be done throughout Central Arkansas to keep up with these increased numbers of downtown traffic. A complete waste of money and it appears that ahtd is just creating projects to keep their Developers Pockets happy and future projects on the radar screen. Follow the money, this is a complete waste. It will decimate Downtown Development around the River Market and The Clinton Library in East Village. Separating a very fragile burgeoning tourism scene in Little Rock. And only fueling Little Rock's demise wow boosting Benton Bryant Cabot and Conway. Ahtd cannot keep up with the current roads that it already has for upkeep, why in the world would we spend this much money to grow a system that it we can't already keep up with?

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 8:55 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Stephen Bentley

**Email:** sbentley@acosta.com

**Address:** 36 Tennyson Court North Little Rock, Arkansas

**Telephone:** 501-351-3499

**Message:**

The Arkansas River Trail is one of the best in the country and showcases our downtown, our pedestrian bridges , and our city parks on both sides of the river.. Any plans for the future should consider the safety of all walkers, bike riders, joggers on our trail system. We still need for the City Of Little Rock to the CLOSE THE LOOP. Might as well make that part of the discussion.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 10:46 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Richard Hutchinson  
**Email:** rahj7298@yahoo.com  
**Address:** 5004 Lee Avenue  
**Telephone:** 5016589940

**Message:**

Expanding I-30 into a ten or twelve lane freeway through downtown Little Rock will not address traffic congestion. The "induced demand" principle demonstrates that almost every highway expansion leads to more traffic, as opposed to reducing it. The project will divide neighborhoods, driving a wedge through the middle of downtown. It will halt or slow further redevelopment.

Not only will it fail to solve congestion, it will burden taxpayers with increased debt and divert money away from needed improvements.

There are better ways to improve the I-30 corridor through downtown Little Rock. The Arkansas River bridge can be replaced and the exits/interchanges can be redesigned. Thorough traffic can be diverted around the city.

This project should not be implemented.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 11:11 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Joe Carrigan

**Email:** jcarr96@gmail.com

**Address:** 6675 Kerr Station Road, Cabot, AR

**Telephone:** 5017663968

**Message:**

Terrible plan! Adding lanes will only make it worse. Clean up the 630 to 30 junction and update the bridge.

Keep 630 as 2 lanes throughout the ramp and have one dedicated lane into 30 and one merge.

Kill the 6th Street ramp and make it part of the Cantrel ramp as 2 lanes with an extra lane (4) across the bridge. The outside lane would become part of the Broadway off ramp.

That would give 2 really good on ramps in that area that would have a dedicated lane and a merge lane.

This is Arkansas and people cannot/will not merge properly so eliminate the need for it and traffic will flow better.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 12:50 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Elizabeth Kimble

**Email:** elizabethjayne@gmail.com

**Address:** 508 S Maple St

Little Rock, AR 72205

**Telephone:** +14794203280

**Message:**

Please note my opposition to this project. Study after study has shown increasing lanes does not relieve congestion, negating the stated point of this project. Meanwhile, it would be detriment to the Little Rock and downtown community as a whole, needlessly eradicating land and rightaways the city uses. Please scrap this project.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 1:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Van Reid

**Email:** nvreid@littlerockeye.com

**Address:** 4005 Lakewood Valley Drive

**Telephone:** 870 942 6382

**Message:**

Surely this monster project is not the solution to the traffic situation. After all the money and time that has been spent on revitalizing downtown be jeopardized by catering to mostly out of town commuters? Couldn't the entrances and exits be redesigned instead of making room for just wider traffic snarls?

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 1:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ellen Justus

**Email:** erjustus@aol.com

**Address:** 700 E 9th Street 10-J

Little Rock AR

**Telephone:** 501-993-2209

**Message:**

I am adamantly opposed to expanding I- 30 in this area over the bridge. I see it as unnecessary and detrimental to the area.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 2:09 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Carol Young  
**Email:** lwvpc@lwvpc.org  
**Address:** 712 Ash  
**Telephone:** 501-664-1136

**Message:**

I am representing the League of Women Voters of Pulaski County. We have been against this project from the beginning. Our national position on transportation includes, "urging measures to reduce vehicular pollution and encouragement of alternative transportation systems."

I find several flaws in your FAQ's. Table ES-1 The comparisons with other boulevard creations mention the length of the project as 7.3 miles. Much of that distance is the bridge and the other highways coming into L.R. The boulevard would only be a part of it. The Low Demand category also doesn't it fit- much of the day, there is low demand.

The FAQ also indicates that bikes and pedestrians would be at a greater risk with a grade boulevard. That hasn't shown to be the case in other cities.

Also, even with projections of 220,000 more people coming in before 2040, the mindset of the population regarding alternate transportation and working closer to home, changes the need for more highways.

You are using a 20th century mindset, where cars were king, that is not true of younger generations. We need more walkable, bikable neighborhoods, and better mass transit for the 21st century.

Thank you, Carol Young

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 2:24 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Daniel Danielson

**Email:** daniel.danielson@gmail.com

**Address:** 805 Carywood

**Telephone:** 5012471892

**Message:**

Having been in other major cities, the traffic across I-30 is not that bad and I think the traffic flow would be better served by another bridge to the east, possibly around the airport.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 2:24 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** jim conner

**Email:** jimc57@gmail.com

**Address:** one treetops lane #1002  
little rock ar 72202

**Telephone:** 501-664-7568

**Message:**

While there are numerous reasons to question the expansion of Interstate 30, current plans do not have adequate consideration for pedestrians and cyclists within the River Market. The proposed plan increases average daily traffic counts on 2nd, 3rd, and 4th street to levels similar to what is found on Mississippi Ave (12,000 - 14,000 cars per day, up from 2,000). Crossing three consecutive four-lane roads to move north or south within center of the River Market District will decimate its current pedestrian and cycling friendly status.

Help preserve one of our most unique and thriving communities. Demand that we design for a future that moves people, not cars.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 2:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jace Davis

**Email:** jacedavis53@gmail.com

**Address:** 414 E Capitol Ave

Apt 313

**Telephone:** 5015573901

**Message:**

I love living in Downtown Little Rock. One of the main reasons is the ability to walk and bike easily around the area. I am concerned that dramatically increasing car traffic will make the area less livable and enjoyable to be. I would love to see more bicycle and pedestrian infrastructure being prioritized in order that people of all ages and income levels can enjoy our great City.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 2:56 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Earl Bell  
**Email:** banjo34@comcast.net  
**Address:** 2928 Youngwood Rd  
**Telephone:** 501-351-3137

**Message:**

I'm totally against this monstrous project. The public was never given an option of just replacing the bridge and improving some of the on- and off-ramps.

Since we will probably have no choice but to stand by and see our city destroyed, please at least make an EFFORT to make it safe for pedestrians. We have a lot of tourists, families, students and employees who walk downtown. DON'T turn the River Market/Library/Main Street area into a part of the freeway.

The whole thing is OVERKILL. ArDOT talks about not having enough money for maintenance, so how will you have enough money to maintain this project when it's complete? And if the I-30 bridge had been properly maintained, it wouldn't need to be replaced now.

DON'T FORGET PEDESTRIANS AND CYCLISTS.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 2:59 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Elizabeth Rogers  
**Email:** er800813@hotmail.com  
**Address:** 520 N Elm  
**Telephone:** 501-626-9750

**Message:**

I oppose the 30 Crossing project in its current form. It is ridiculous to think that a city of this size, with its comparative lack of congestion, needs a freeway of this immense magnitude. We DO need bridge repairs, and improvement of on/off access, but decimating the city that I live and pay property tax in, in order to let those passing through arrive (debatably) a few seconds faster, is an affront to all Little Rock citizens. Induced demand is real. Please do not allow this. Interstates do not attract youth and industry - vibrant, historical, diverse, walkable, bikable communities with urban green space DO.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 3:11 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mary Joe Morris

**Email:** mjodimorris@gmail.com

**Address:** 1319 Northpoint Circle, Little Rock, AR 72227

**Telephone:** 5018137775

**Message:**

The existing design of I-630 is a manifestation of white supremacy. The I30 Crossing Plan is proof that white supremacy is thriving and that the Arkansas Highway Department has created a design for 50 years ago not one for the next 50 years with the increasing density and diversity of the urban core and a move to a gig economy that is and will continue to significantly alter traffic patterns from the 1950s 9 to 5 business hours and factory shifts. This plan prioritizes the needs of white flight with no consideration at all for the investment individuals, businesses and families have made in the urban core. Progressive cities are taking down their concrete canyons in city centers, not building new ones.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 5:15 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Paul Norris

**Email:** bikekayakhike@yahoo.com

**Address:** 101 S Schiller St Little Rock, Ar

**Telephone:** 3602139035

**Message:**

Please reconsider this terrible plan. Although I am only one person, if you follow through with this throwback to last century, I will be leaving Little Rock.

## Connecting Arkansas Program

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**From:** Jordan Hickey <jordan@arkansaslife.com>  
**Sent:** Thursday, July 12, 2018 5:32 PM  
**To:** Info@30Crossing.com  
**Subject:** I-30 Comment / Question

Hey, guys!

Thanks so much for the event this evening—it was very informative, and everyone I spoke with was very helpful.

That said, I had a quick question for y'all: I was reading through Appendix B of the EA report when I came across some numbers that struck me as somewhat odd, ("Table 5: Action and No-Action Travel Times" on page 24). Specifically, the numbers given for "From River Market to I-40/I-440 Interchange." Would it be possible to get the raw data that was used to reach those figures?

Thanks so much!

Best,

Jordan

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Jordan Hickey  
Senior Editor

Arkansas Life Magazine  
121 East Capitol Avenue  
Little Rock, AR 72201  
www.arkansaslife.com

Phone: (501) 244-4330

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 8:30 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Joe Pawlus

**Email:** joe.pawlus@gmail.com

**Address:** 1301 Louisiana St

Little Rock AR 72202

**Telephone:** 4176294396

**Message:**

I strongly disagree with the proposed plans to expand I30. I live downtown and really enjoy the ease and convenience of it all. Expanding I30 will essentially cut off all of downtown into separate neighborhoods with no real connections to each other. All of the new development going on east of I30 will basically go to waste. Other major cities are starting to go away from major through ways. Research has shown that more lanes does not make for a faster commute. Congestion is caused by poor traffic patterns once you exit.

Why should a city spend millions of its own dollars to make it easier to get out of your city. You should spend the money to make it more inviting so that they want to stay.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 9:36 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jeff Horton

**Email:** jeff@hh-architects.com

**Address:** 1219 S. Spring Street

Little Rock 72202

**Telephone:** 5010750052

**Message:**

I do not agree with the 10 lane c/d option. It is too large. It is over designed for this community. Please reconsider improving the existing infrastructure by going back to a 6 lane with wider lanes and safer bridge.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 12, 2018 9:59 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Sasha Cerrato

**Email:** sashadenise@gmail.com

**Address:** 5205 I Street, Little Rock, AR 72205

**Telephone:** 501-412-9040

**Message:**

As a resident of Little Rock, I oppose the widening of I-30 and the I-30 Crossing project. The citizens of this city have made it clear that we do not want a monstrous interchange dividing a flourishing downtown area just so commuters can shave - literally - seconds off of their commutes. Even the highway department's own models acknowledge that no change to traffic times will be evident until hundreds of millions more are spent widening I-630 and further decimating our city.

In every way this decision goes against national trends of emphasizing walking, biking, ridesharing and public transportation. It ignores the reality of induced demand, and the impact a major highway can have on a revitalized downtown area. This is bad city planning and bad engineering, and will undoubtedly be an embarrassment for the city and state in the future. As the rest of the country tears down highways and attempts to heal their scars in order to better encourage local economies, we build our biggest one yet.

The manipulative way in which the highway department has pushed this project through has been disheartening to watch. Bullying and threatening every entity that stands in your way by removing the opportunity to address real issues until you get your way is shameful.

At this point I have little hope that this project can be stopped, but I wanted to add my voice to the MAJORITY and restate that regardless of significant and studied arguments against I-30 Crossing, the residents of this city are being forced into a project that will undoubtedly harm us by people who care little for us. What a shame.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 6:38 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Karen Walls

**Email:** karenw\_5272@yahoo.com

**Address:** 15 belmont

**Telephone:** 5015626877

**Message:**

No no no no, do not ruin our reviving downtown. It is a fact that more lanes produce more traffic. Take a look at other cities that are REMOVING freeways to improve quality of life.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 7:18 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Douglas McDowall

**Email:** dougmcdowall@outlook.com

**Path:** //connectingarkansasprogram.com/know-the-facts-i30/

**Message:**

I avoid driving on this stretch as much as possible, especially during peak daily drive times. Folks drive like maniacs, but it looks like the decision to go ahead has already been made, regardless of any input from the public. Gentlemen, start your engines!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 7:45 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** nicole chandler

**Email:** nchandler20@gmail.com

**Address:** 47 Semont Rd #1, Dorchester, MA 02124

**Telephone:** 5016260421

**Message:**

I'm not in favor of highway expansion, especially along I-30. As someone who used to commute back and forth to Conway, I-40 gets backed up very quickly particularly when there's an accident. While having a third lane on I-40 would be helpful, it just contributes to a car-centric culture which is bad for the environment. As someone with family living downtown, I don't like the idea of highway expansion through an area that's seen new development and growth. I'd rather see the funds invested in complete streets, expanding the bus system, reassessing the trolley system for better use, and reviewing things like traffic signal timing and traffic calming to mitigate traffic concerns. Bridges have value and it would be great to see some that can accommodate pedestrian use. Many cities are doing away with highway expansion as its an injustice on many levels. I disagreed with the reconstruction of I-630 as it confused people with the wayfinding, a section still ends at stoplight contributing to westward expansion, and just not worth the money. I want systems to better connect people and communities as destinations rather than pit stops along the way.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 10:26 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Caitlin Avant

**Email:** Broadwaybeauty\_88@ymail.com

**Address:** 2409 S. State St

Little Rock, Ar

72206

**Telephone:** 4792766722

**Message:**

The idea to expand the I-30 bridge with be such a colossal mistake for Little Rock, for several reasons. Firstly and the most obvious is the price tag on this project. \$650,000,000 is a lot of zeros to which the Arkansas Highway and Transportation Department can already not afford. When they asked citizens to vote on this half-cent sales tax on the ballot I believe the AHTD manipulated the ballot to make it seem like that half cents would go toward maintenance on state roads. It bill also mentions that the money would be used to improve highways that exceed no more than four lanes. As a tax paying citizen who voted against the half-cent sales tax, I do not appreciate being lied to. Second, there is absolutely no reason for the expansion to occur. I drive the I-30 route often and with the exception of the usual morning and evening rush hours, there is not traffic on this route, no reason to expand

Thirdly, with this expansion you are messing up commutes to work for people that live outside of Little Rock. My father lives in Hensley and this project will add an hour to his already long commute time both ways.

Fourth, this expansion will be nothing more than a race tack, a speed way for the traffic that will not be there. There will be less cars for the amount of road that will cause people to drive crazy. It's already happened in Memphis and Knoxville, Tennessee.

Fifth, there are roads that the AHTD are not maintaining just in Little Rock and they want to spend money on a new project that could already maintain our existing roads for years to come. Also, when it comes time to maintaining the I-30 expansion, where is that money going to come from?

I ask that you please consider what harm this expansion will do for those who live in Little Rock. We should be working toward a walk-able city with ways of public transit that will actually work. Thank you for your time.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 12:07 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Tristan Wingfield

**Email:** tristanwingfield@gmail.com

**Address:** 3515 Old Cantrell Rd, Lr, Ar 72202

**Telephone:** 5012400707

**Message:**

What happens to the Osborne Eagle statue that is near this overpass? I haven't seen any mention of it in the plans.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 1:26 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Debra Garrison

**Email:** dwgarrison@yahoo.com

**Address:** 2200 Riverfront Dr

Apt 1209

**Telephone:** 5019123163

**Message:**

ABSOLUTELY 100% AGAINST WIDENING I-30. Little Rock should be smarter than this.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 4:10 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Shep Russell

**Email:** russell@fridayfirm.com

**Address:** 3211 Foxcroft

Little Rock, AR 72227

**Telephone:** 501-370-1552

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District.

Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 4:33 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Rajesh G Chokhani

**Email:** rajesh\_chokhani@welspun.com

**Address:** 9301 Frazier Pike Little Rock AR 72206

**Telephone:** 5015518995

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District.

Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

Thanks

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 4:48 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mark Barnhard  
**Email:** mbarnhard@aristotle.net  
**Address:** 12563 Southridge Dr  
Little Rock AR 72212  
**Telephone:** 5012213909

**Message:**

6 + C/D --- good plan. Time to get on with it. This project is already years late for those who use this roadway.

There is no disruption in the connections between E & W of I-30 through the downtown areas - all the E/W city streets remain. Very little additional RoW is needed -- and the Clinton "Park" gets more land. Win Win Win..... It seems that those who oppose the project are just opposed to vehicular transportation and the 21st Century.

Good work ---- carry on.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 5:28 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ronald Dedman

**Email:** rd9289@att.com

**Address:** 1111 W Capitol, rm1070, Little Rock, Ar, 72201

**Telephone:** 5013738084

**Message:**

I approve of the proposed configuration

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 7:35 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Bill Rector  
**Email:** wfr@ipa.net  
**Address:** 4400 I St  
**Telephone:** 5016646579

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District. Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

## Connecting Arkansas Program

---

**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 13, 2018 9:48 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Priscilla Baltz

**Email:** priscillacazer@yahoo.com

**Address:** 8710 Boulder Lane, Little Rock, AR

**Telephone:** 479-530-7617

**Message:**

I strongly oppose the widening of I-30.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Saturday, July 14, 2018 9:50 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Gus Vratsinas

**Email:** gvratsinas@vratsinas.com

**Address:** 69 Pinehurst Circle

Little Rock, AR 72212

**Telephone:** 501 954-9201

**Message:**

I approve and endorse wholeheartedly the proposed configuration. Thanks



CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
4:00 - 7:00 P.M.
THURSDAY, JULY 12, 2018

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

RECEIVED
JUL 16 2018

GARVER, LLC

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by Friday, July 27, 2018. In addition, an electronic comment form is available on the 30Crossing.com website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

July 13, 2018

(Please Block Print)

Name: Margaret Moore-Bland

Address: 8310 Antietam Drive
Mabelvale, AR. 72103

Phone: (501) 319 -- 3049

E-mail: mcb1912@gmail.com

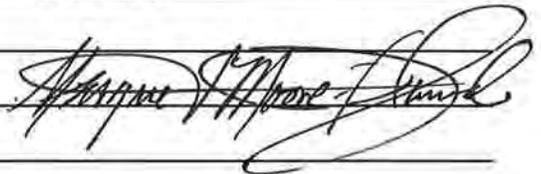
Comments / Suggestions: My family has property located between the 15th and 16th hundred blocks of Locust street (1604 Locust St. N.L.R., 72114). My family and I have grave concerns about the easement the ARDOT is taking the liberty of taking from our property. We were also told that a "retainer wall" would possible be built in the area in front of our property. The planned or designated easement will be taking a good part of the front yard of our property. What will this do

(Continued on back)

Comments / Suggestions (cont.): to our property value, if we decide to  
sale the property? We were told by ARDOT representatives that  
this would not have an effect on our property, but we can see  
clearly, that it will.

Our second concern is that there is an Underground Spring  
that flows across the highway onto our property. If a Retainer Wall  
is to be erected, what will be the stability of that wall? Long  
term affect would possibly be a crumbling or decaying, Splitting  
or Cracking of the wall because of the flow of the water. The water  
from the Spring is especially noted in the fall and winter seasons.  
During warm or hot weather, the water stream is not as prevalent  
or seen or noted.

We are concerned that the ARDOT is taking priviledges from  
the "Black Community" properties owned in that area. I took  
pictures of the plans shown at the last Community Meeting (July  
12, 2018) at the Myndham Riverfront (Silver City Room) N.L.R., AR.  
I must say, that my family and I are not pleased with how  
the ARDOT is taking priviledges without consulting or reim-  
bursing property owners for the property being taken. It  
can clearly be seen that the easement space has been  
increased, taking and defacing parts of our properties.  
The Retainer wall will certainly not add beauty to our  
properties either. What else can be done?



## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Saturday, July 14, 2018 2:43 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jeff Hathaway

**Email:** jeff@hathawaygroup.com

**Address:** P. O. Box 3730

Little Rock, AR 72203

**Telephone:** 501-978-4969

**Message:**

I have reviewed the Environmental Assessment document for ArDOT Job # CA0602, have attended the public information session on July 12, 2018, and have followed the deliberations regarding the 30 Crossing project since it was first proposed. I am in favor of the proposed "6-Lane with Collector/Distributor Lanes and Split Diamond Interchange" alternative, and I believe our local community and our state will be best served in the project proceeds on the schedule proposed by ArDOT. The many enhancements this project will provide for our city include: safety for drivers, safety for pedestrians, connectivity within downtown areas, aesthetic improvements, relief of traffic congestion and future capacity, green spaces for downtown areas, shipping efficiency and safety, better use of existing roadways for traffic distribution, continuation of downtown development activity, and downtown accessibility for residents throughout the region.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, July 15, 2018 1:39 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Claudia Hopkins

**Email:** cahopkins@yahoo.com

**Address:** 5229Edgewood Rd

**Telephone:** 501-666-1817

**Message:**

Absolutely not. This effects walkability of the downtown neighborhood , noise levels, appearance. Increasing the speed of traffic is dangerous to all.

From a promised park/ greenspace yo this?

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, July 15, 2018 1:46 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** C Ragon  
**Email:** cragon@icloud.com  
**Address:** 300 East Third  
Little Rock, AR. 72207  
**Telephone:** 5017581136

**Message:**

No!!! It is already dangerous walking with the current traffic pattern. This street change between the Main BEAUTIFIL library and the building I Live in will add to the danger. The noise levels, spiting downtown, effecting the charm is absolutely wrong. You are going to drive traffic right where the most people have invested in actual living downtown helping to bring the downtown back.

This would be a huge mistake!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, July 15, 2018 7:49 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Belinda Burney  
**Email:** brw6258@aol.com  
**Address:** 1406 Pine Street  
North Little Rock, 72114  
**Telephone:** 501-376-8144

**Message:**

I have a concern that I think should be addressed. Because of the new I-30 plan, most traffic in NLR trying to access I-40 West, especially areas on the east of I-30, will travel on 13th St/North Hills Blvd. This will include 18 wheel trucks, e.g Pipe and Tube Supply on Cypress. I have witnessed 18 wheel trucks already having a hard time on these streets. Trucks that are traveling to get to the warehouses are having to swing wide to make the right turn which is stopping traffic going in both directions. I have also witnessed a truck go off the road. The street is very narrow. My concern is that there are going to be more accidents and traffic problems. . Also, heavy rain will cause the street to close. What are the plans and/or solutions to this? If they use the frontage road, to access I-40 west, would it not be difficult with the narrow curve by the bridge? I am thinking of the Pipe and Tube trucks that are carrying those huge pipes. . Also, accessing the left lane to make that left to get on 40 will be difficult if you take out the access on the right. The other route on the frontage road , staying in the right lane, then turn left, instead of right toward 13th St., would also block traffic and it floods in that area. at the end of the bridge going west. Again, what about the car traffic when it floods? North Hills is almost impossible to drive through when there is a heavy rain. If traffic is re-routed to frontage road, does that mean that the trucks that are turning right on Gregory Street would use that route also, still same problem to make that left turn. Another thought, will there be traffic lights on 19th & Locust because students use that route to walk to NLRHS.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, July 15, 2018 11:48 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** gusBlass

**Email:** gusblass@aol.com

**Address:** 212. center street. suite 800. LR AR 72201

**Telephone:** 372 5171

**Message:**

I'm in favor of the ArDots preferred alternative, the 6 lane collector/distributor lanes

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, July 15, 2018 4:48 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Philip Tappan  
**Email:** ptappan@aol.com  
**Address:** 8 E Palisades Dr  
Little Rock, AR 72207  
**Telephone:** 501-551-2201

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District. Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

I am further hopeful the State of AR, City of LR, Pulaski County and ArDOT can join forces with the private community to cover I-30 from 6th street to 9th street and create a fabulous park space that can unify the growth in East Village with Downtown LR. THIS WOULD BE A GAME CHANGER FOR CENTRAL AR

Thanks  
Philip

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, July 15, 2018 5:14 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Scott Copas  
**Email:** jsc@baldwinshell.com  
**Address:** P.O. Box 1750  
Little Rock, AR 72203  
**Telephone:** 501-374-8677

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District. Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Sunday, July 15, 2018 9:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dale Pekar  
**Email:** Dale.Pekar@gmail.com  
**Address:** 1010 Rock  
Little Rock, Arkansas 72202  
**Telephone:** 5013743174

**Message:**

Resubmission of earlier submission, with footnotes.

--Page 62, Indicated epage 79/3992, Line 17. Failure to provide full disclosure of potential adverse effects if no acceptable bids meet the bid target price. The analysis fails to disclose what project components will be deferred and the order in which they would be deferred if the project cost estimate proves to be unrealistically low:

“In the event that none of the Design-Build firms are able to provide the full project scope, additional projects will be programmed and contracts will be let at a future date to complete the project scope. Any work postponed to a future date will include additional costs for inflation.”

This provision makes the entire analysis unreliable. If funding proves to be insufficient, then funding should be provided by taking it from other, lower-priority ARDOT projects. ARDOT’s willingness to do this was indicated in their letter of June 17, 2016 to Metroplan saying that if Metroplan did not agree to add lanes to the corridor, that the No Action Alternative would be selected and the funding would be spent on other projects. Clearly, ARDOT has the discretion to spend these funds where they see fit. Decision-makers cannot make an informed decision if they don’t know which components may be deferred. As written, all the mobility benefits may be illusory--the deferred components may not be completed before the project design year.

Alternatively, the project could be compartmentalized showing the beneficial and adverse effects for the various components. This would involve the use of a standard incremental analysis commonly employed on large projects.

This issue is particularly relevant given the disappointment felt by landowners in the vicinity of I-630 who maintain that promised noise-mitigation measures were never implemented on that project.

--Change in Project Area from previous analysis documents. Previous analysis documents indicated a 6.7 mile project area (PEL Linkages Report, page 4, e.g.) but this EA identifies a 7.3 mile project area (page 4). This EA also excludes work on the I-30/I-530/I-440 interchange (Appendix A, page 2, Figure 1) which had been included in the PEL analyses.

These substantive changes render the prior PEL analysis unusable as concerned parties have not been given the opportunity to submit informed comment. As this EA has documented substantial adverse unmitigated noise effects on area communities, the proper course of action would be to re-open the public involvement process and prepare a Draft Environmental Impact Statement.

--Page 114, Indicated epage 131/3992, Lines 4 et seqq. and 15 et seqq. The document cherry-picks information to promote the idea that the Action Alternatives would have an "overall positive effect on the regional and local economy."

"Information obtained from City of Little Rock and North Little Rock planners indicates that the timing of five planned development or redevelopment projects along the corridor may be affected by the project."

The fact that there are no fewer than five such projects in the immediate corridor area belies the assertion that providing better mobility into and out from the corridor would benefit the regional and local economy. It is rather the case that every effort should be made to make the corridor area as attractive as possible rather than developing a project which is demonstrated to increase traffic noise to actionable levels under FHWA standards.

The statement is also of concern because it fails to address the question of greenspace development outside of the immediate corridor--the greenspace that would most likely be converted to housing and other developments if

"Although these areas follow local comprehensive plans and initiatives for future growth, the increased capacity of the future facility would positively benefit the development and mobility to the areas within the proposed project limits. Therefore, the improvement in mobility and access to employment centers, businesses, residences, and public facilities would have an overall positive effect on the regional and local economy."

The document itself explains on line 7 of the same page:

"Most of the proposed development plans are underway and are not dependent upon the construction of the proposed project, nor would they be limited should the proposed project not be built; however, there is potential for the proposed project to accelerate the rate of the development/redevelopment projects."

What is clear in this discussion is that there are no differences in these re/development projects amongst all the alternatives--including the No-Action. Selecting the "proposed project" might affect the timing of those activities--or not. It may instead trigger re/development outside the study area--especially with the unmitigated, actionable traffic noise increases anticipated in the Action Alternatives.

--Page 115, Indicated epage 132/3992, Line 13. Bias in Presentation--Community Cohesion. The document concludes that "...the project would have a beneficial effect on communities due

to...increased community cohesion...” without providing substantiation. Increases in speeds between distant areas does not increase community cohesion; nor do decreases in walkability and increases in noise within communities. The document needs to make clear that the only community being benefitted by the unidentified “project” is the commuting community and that communities will suffer detrimental effects associated with unmitigated, increased traffic noise in the Action Alternatives.

--Page 98, Indicated epage 115/3992. Failure to identify areas adversely affected by traffic noise in the Action Alternatives which are not being mitigated. The document shows where noise barriers are to be installed, but fails to also disclose the locations of the noise barriers which were actionable based on projected high traffic noise levels but were found to be infeasible and/or unreasonable. There must be full disclosure, otherwise people cannot provide informed comment and decision-makers cannot make informed decisions. Property owners need to know how their properties, and their property values, are to be affected by the increased traffic noise associated with the Action Alternatives.

--Page 23, Indicated epage 36/3992, Line 11. Failure to display cost-efficiency goal information. The document identifies a goal of maximizing cost efficiency but it shows no comparison of the dollar-valued costs and benefits for each alternative. The document does not even include an installation cost estimate.

--The EA fails to disclose the other projects which are not being done because this project is being done. AHTD’s letter to Metroplan of June 17, 2016 stated that “if the no-build alternative is selected...the available funding would be dedicated elsewhere...” The public, especially the citizens of Arkansas, and government officials need to know what these other projects are--and they need to be identified as being part of the No-Action Alternative.

--Unaddressed programmatic concerns. The PEL process documents and this EA discuss other planned interstate work in the Greater Little Rock area integrally related to this project--such as work on I-30 to the south of the project area, and on I-630 immediately to the west of the project area. It is clear then, that the 30-Crossing project is but one component of a larger program of interstate expansion in the area. Accordingly the discussion of indirect and cumulative effects must be expanded accordingly. In particular, this must address the greenspace conversion, greenhouse gas, population segregation, noise effects, and other human health effects associated with encouraging people to commute ever greater distances rather than locating in greater proximity to their places of work.

--Page 92, Indicated epage 109/3992, Section 3.2. Why wasn’t MacArthur Park included as a park in this section?

--The EA fails to disclose the adverse mobility effects during construction. The document needs to present a clear picture of mobility in each alternative over time--not just the projected situation in 2041. The document nowhere displays the adverse effects on mobility during the periods of multi-

year periods of construction in the corridor and also the period of construction on I-30 just south of the project area. This distorts the reader's perspective and makes the action alternatives look better than they actually are. Certainly people are more concerned about how their mobility will be affected over the next 5 or 10 years than in the year 2041.

--Page 105, Indicated epage 122/3992, Line 11. The document says that the Action Alternatives would cause encroachment into the Arkansas River 100-year floodplain and that it would not. The self-contradiction needs to be resolved.

"The project was evaluated to determine if any encroachment into special flood hazard areas, the 100-year floodplain, identified through Federal Emergency Management Agency Flood Insurance Rate Maps, would occur with the Action Alternatives. There were three areas in the project area where encroachment would occur: the Arkansas River, Fourche Creek, and Dark Hollow Basin. No additional floodplain encroachment will occur in the Arkansas River." [emphases added]

--Page 93, Indicated epage 110/3992, Line 31. Noise impacts to parks. The passage says, "There will be no permanent noise impacts to the parks as a result of the project." As the project is intended to accommodate increased traffic volumes, an increased percentage of truck traffic, higher speeds, and four additional travel lanes adjacent to two parks, the reader can only ask how it is possible there will be no permanent noise impacts to the parks immediately adjacent to I-30 on the Arkansas River, and to the un-cited MacArthur Park.

Traffic volume, truck traffic, and higher speeds are all associated with higher traffic noise. 1/ Certainly it is reasonable to expect a design-year build condition noise level that creates a substantial noise increase over existing noise levels as specified at 36 CFR 772.19 Table 1. This is particularly evident as parks and residential areas have the same noise abatement criteria and the text documents up to 256 noise receptors impacted in the Action Alternatives (Table 6), and the need to provide noise barriers for residential developments.

As the project allows for an open-ended period of construction (if the successful bid is in excess of the design estimate) construction noise should also be considered as being permanent.

--Page 66, Indicated epage 83/3992, Line 18. The text wrongly portrays the Action Alternatives as providing a "boost to the local economy" without any substantiation. For instance:  
"Improved travel times and reliability would make downtown destinations more attractive to businesses, visitors and tourists, which would provide a boost to the local economy. "

This statement is speculative--unsupported by anything in the document. Any number of flourishing downtown areas in the United States and in the world have longer travel times and less reliability than those shown for the 30 Crossing No-Action Alternative. In point of fact, the downtown areas of both Little Rock and North Little Rock have blossomed during the period of time when ARDOT estimates I-30 Corridor congestion has been at its worst. A case can reasonably be made that the corridor congestion has contributed to downtown development because people are put off by the prospect of

commuting to the suburbs rather than living close to the downtown area.

The empirical data suggest that increasing mobility between the downtown and the suburbs encourages development in the suburbs--not in the city proper. 2/ The Action Alternatives could be reasonably expected to trigger the development of subdivisions ever-more-distant from the city's center, and to the city's detriment. The document fails to explore the adverse effects associated with the conversion of greenspace such as increased energy consumption, water pollution, greenhouse gases, and the human health effects associated with relying on a car-dominant lifestyle.

Unbalanced statements such as these indicate a sense of Action Alternative boosterism rather than objective analysis.

--Page 66, Indicated epage 83/3992, Line 29. Bias/lack of balance in presenting information. The document's lack of balance and objectivity is manifest in such statements as the following: "Travel times from area destinations such as the River Market and Clinton Center to outside the project during the afternoon peak would be several times greater than travelers currently experience."

Figure 24 on page 45 (epage58/3992) shows only a brief period of slowdown on southbound traffic from the River Market and Clinton Center. And even that delay could be avoided by simply using the access road and entering I-30 at the entrance just south of 9th street. Clearly, southbound travel times from area destinations such as the River Market and Clinton Center to outside the project during the afternoon peak would NOT be several times greater than travelers currently experience. The document ignores this fact and instead only mentions the delay associated with northbound traffic.

The obvious implication of this Figure 24 is that prevailing congestion in northbound access would serve to stimulate home construction in the downtown, southern and eastern portions of Little Rock and its suburban areas to the south. Economic development would be shifted rather than stifled.

Failure to disclose delays associated with construction. The document goes to great lengths to detail mobility improvements in 2041 after the I-30 Corridor improvements have been made and after other improvements have been made outside the corridor--but fails to address reasonably-expected delays and detours during the multiyear periods of construction on both the interstate and the connecting roadways. Put another way, the document displays the distant-future time-saving benefits of the Action Alternatives without displaying their near-future time-losing disbenefits. The text fails to compare the 6-7 years of delay reasonably expected in the near-term against the estimated benefits in the distant future. See for instance,

--Page 68, Indicated epage 86/3992, Lines 2-6.

"The No-Action Alternative would not accommodate projected future growth and the resulting increases in traffic congestion. The Action Alternatives would provide better relief than the No-Action Alternative from the congestion expected as a result of projected population growth. The Action Alternatives would improve travel conditions, enhancing safety and mobility."

--Page 68, Indicated epage 86/3992, Lines 15-18. The No-Action Alternative would not provide any improvements in access to public facilities and would result in decreased access as congestion increases. In addition, emergency response times would not be improved and may worsen over time as a result of increasing congestion within the corridor.”

--Page 83, Indicated epage 100/3992, Line 1. Disproportionate displacement of minority and low-income (EJ) populations. The document’s argument that population displacements are not disproportionate because the total population of the project area is predominantly minority makes no sense. The population being displaced is predominantly EJ. The EJ population is being displaced disproportionately from the population being served by the project. The predominantly EJ inner city population is being displaced in order to allow the predominantly non-EJ, non-inner-city population to traverse the EJ neighborhoods more quickly.

“These displacements would not be considered disproportionate to EJ populations, because the EJ communities are located throughout the corridor, and the total population of the project area is predominately [sic] minority.”

--Page 120, Indicated epage 137/3992, Line 10. The EA misrepresents Alternative 2B as receiving the most public support and being the MPO’s locally preferred alternative. In point of fact, AHTD used the PEL process to dismiss all alternatives except a 10-lane alternative (with an interchange option). AHTD received any number of proposals from citizens which could have been crafted into reasonable alternatives responsive to the Purpose and Need. Instead, AHTD reasoned that each recommendation (signage, public transit, through-traffic diversion, an additional bridge, etc.) taken independently could not meet AHTD’s particular mobility concern and dismissed them out of hand. Effectively, AHTD used the PEL process to dismiss all the reasonable alternatives responsive to the purpose and need statement that did not meet their pre-analysis decision to add lanes to the corridor; 3/ and only added an 8-lane alternative (with an interchange option) upon FHWA request.

Note that all the reasons described in the EA for identifying Alternative 2B as the preferred alternative could have been achieved without adding lanes to the corridor.

“Alternative 2B has been identified as the preferred alternative due to the following reasons related to the project goals:

- Improves local vehicle access to and from downtown Little Rock/North Little Rock by more directly connecting the frontage road system to the C/D lanes crossing the Arkansas River;
- Optimizes opportunities for economic development by providing a continuous frontage road system between I-630 and East 4th Street and connection to the River Market and Clinton Center areas via President Clinton Avenue, 2nd Street and 3rd Street and allowing additional green space for public use in downtown Little Rock;
- Enhances east-west connectivity, including bicycle and pedestrian connectivity, by removing the elevated ramps between President Clinton Avenue and 3rd Street and by replacing the elevated Hwy. 10 Spur with an improved at-grade 2nd Street; and
- Identified by the local MPO as the locally preferred alternative and has received the most public and business support.

The last bulleted statement above is directly contradicted by the following passage in Appendix B of Appendix A, page ES-7, indicated epage 279/3992 which shows that Alternative 2B was not even included in the PEL analysis.

“• 6-Lane with Collector/Distributor Lanes (6-Lane with C/D Lanes Action Alternatives)

o Action Alternative 2A: 6-Lane with C/D Lanes with SPUI

o Action Alternative 2B: 6-Lane with C/D Lanes with SDI 1/

1/ The split diamond option was not mentioned in the I-30 PEL but was added to the analysis at the beginning of the NEPA study.

Regarding the last bulleted statement, it is important to remember that the leaders of Little Rock and North Little Rock, and the entire membership of Metroplan, were faced with an ultimatum from AHTD that they either agree to add lanes to the I-30 Corridor or that nothing would be done to replace the Arkansas River Bridge or do anything else to address the various design deficiencies in the original corridor construction (AHTD letter to Metroplan of June 17, 2016). AHTD’s prior decision to proceed with an expanded corridor is evidenced in their 2014 internal and 2013 external correspondence. The MPO and the public were left with a take-it-or-leave-it decision instead of being afforded the full range of reasonable alternatives.

--Misrepresentation of Safety-Speed Profiles. The speed profiles presented in the various figures (Figure 24, page 45, epage 58/3992, e.g.) misrepresent the situation as they only use the green color on those portions of the corridors in which the average speed is above the posted speed limit of 60 mph. Thus the green color is only used when the model indicates that, on average, people will be speeding. Traffic moving within ten miles of the maximum posted speed should not be identified as traveling at a less-than-optimum speed--rather it should be indicated with the best--green color. Correspondingly, all the other lower-speed categories should be upgraded one notch as well.

The color scheme should be further modified to show that a high-hazard situation exists in those situations in which vehicles are expected to be exceeding the speed limit. Using the most-favorable color to represent a hazardous situation violates standard engineering practice. For instance, tachometers are normally red-lined and red-shaded to show dangerous operational speeds. Likewise, red-shading is normally used to indicate an over-heat situation. Graphics presented in the document should conform to standard practice.

--Misrepresentation of Safety-Corridor Congestion. The congestion depictions in the various figures (Figure 24, page 45, epage 58/3992, e.g.) misrepresent the situation as they only use the dark-green color on those portions of the corridors in which the average speed is above the posted speed limit of 60 mph. Thus the dark-green color is only used when the model indicates that, on average, people will be speeding. Traffic moving within ten miles of the maximum posted speed should not be identified as congested traffic--rather it should be indicated with a dark-green color. All the other lower-speed categories should be upgraded one notch as well. To do otherwise is to incorrectly portray those alternatives without ten lanes as being worse than they actually are.

The color scheme should be further modified to show that a high-hazard situation exists in those situations in which vehicles are expected to be exceeding the speed limit. Using the most-favorable color to represent a hazardous situation violates standard engineering practice. For instance, tachometers are normally red-lined and red-shaded to show dangerous operational speeds. Likewise, red-shading is normally used to indicate an over-heat situation. Graphics presented in the document should conform to standard practice.

--Page 16, Indicated epage 29/3992, Line 5. Failure to present information objectively. The text observes:

“Crash data from 2012-2014, the most recent years available, show an average fatal and serious injury crash rate on the segment of I-30 from I-630 to I-40 that ranged from 4.09 to 17.50 per 100 million vehicle miles traveled within that time period, which is substantially higher than the statewide average for similar freeways during that time period (3.19 to 5.08 fatal and serious injury crashes per 100 million vehicle miles traveled).”

The project corridor now stretches some 7.3 miles. Why then point out safety information for a single segment? It would seem the valid comparison would be to compare this I-630 to I-40 worst-case segment (line 13 on the same page: “The majority of the crashes occurred on I-30 between I-630 and I-40.”) with other worst-case interstate segments around the state.

--Insufficient Crash Damage Data pertaining to lethal events. Crash damage data needs to be differentiated for fatal and non-fatal crashes, and for the timing of the events. As presented, the reader has no idea as to how congestion affects the lethality of the corridor. Does corridor congestion result in more low-speed, low-lethality rear-end collisions and fewer high-speed, high lethality accidents? Are lethal accidents more likely to occur during periods of congestion or not? Is the corridor actually safer while congested? Reducing congestion may reduce the low-lethality, rear-end collisions associated with inattentive stop-and-go driving, and increase the fatalities and serious injuries associated with inattentive high-speed driving.

--Page 25, Indicated epage 38/3992, Line 24. Failure to provide a valid reason for eliminating from detailed study bypass routes along Pike Avenue and Chester Street. The text indicates that these alternatives were dropped because: “It was determined that these alternatives would not divert enough traffic from I-30 to resolve the congestion and safety issues and would have extensive impacts to residences and buildings along those routes.”

It is unreasonable to eliminate alternatives because they fail to resolve the congestion and safety issues. None of the alternatives resolve these problems--they just address these problems in different ways and achieve different results. As stated earlier, the text does not make a case as to how these alternatives address the safety question of lethality. And no particular efforts have been made in any of the alternatives to address mobility questions associated with foul weather conditions (precipitation, icing, e.g.) and accidents

The fact that the FHWA accepts as reasonable those alternatives which do not “resolve” mobility concerns is evidenced by FHWA’s request that an “8-Lane C/D Reasonable Alternative” be included even though it was shown to reduce mobility vis-a-vis the No-Action Alternative. Specifically, Table 5 of the PEL Level 3 Screening Methodology shows that the “8-Lane C/D Reasonable Alternative” requested by the FHWA has the same time travel from Highway 67 to the South Terminal of the I-30 corridor as that of the No-Action Alternative; that the duration of LOS (Level of Service) E or F is an identical 120 minutes for both the “8-Lane C/D Reasonable Alternative” and the No-Action Alternative; that North Bound Travel Time is actually shorter in the No-Action Alternative than in the “8-Lane C/D Reasonable Alternative”; and that the total of North Bound and South Bound travel time is shorter in the No-Action Alternative than in the “8-Lane C/D Reasonable Alternative”.

It is intuitively obvious that an alternative could be developed which both addresses the various safety issues identified in the I-30 corridor AND develops a bypass route along Pike Avenue and Chester Street. Such an alternative could also include features to stimulate public transit usage and to divert through-traffic away from the city center.

Citizens and responsible officials cannot make a comparative determination as to the impacts to residences and buildings along the Pike/Chester corridor vis-a-vis those of the I-30 expansion unless the alternative is developed.

--Failure to develop any Action Alternatives Consistent with Metroplan’s decades-long restriction on expanding area interstates beyond six lanes. Normally federal agencies try to work within the existing legal framework of relevant jurisdictions, or barring that, to explain why doing so was not reasonable. The failure of the Federal Highway Administration to respect Metroplan’s policy is particularly perplexing as the public submitted numerous proposals which taken together could have been developed into reasonable Metroplan-compliant alternatives. These proposals included replacing the bridge and addressing navigation concerns, connecting the frontage roads in North Little Rock, improving entrance and exit lanes, improving connections to other interstates, improved signage to better direct through-traffic around the downtown area, improved public transit, covering elevated portions of the interstate to reduce noise and icing; real-time signage re-directing traffic during accidents, and so on.

The record would appear to indicate that Metroplan acceded to ARDOT’s threat to do nothing in the corridor unless Metroplan agreed to allow more through-lanes. 4/ This accession was forced upon Metroplan at the last minute rather than being addressed back in 2013 (or earlier) when AHTD first decided to add lanes to the corridor.

--Apparent error in modeling--emphasis on through-traffic rather than serving the downtown. The document says that less than 20% of traffic in the corridor is through-traffic, and yet it sets aside 60% of the lanes for through traffic. The remaining 80+% of the non-through-traffic (that which originates in and/or terminates within the corridor) is assigned to four lanes--less than is currently the case. The

reader can only conclude that the modeling has been done wrong or that no real effort has been made to develop any reasonable alternatives that do not add more through-lanes.

--Failure to develop an interstate double-spur interstate alternative. The document says that the boulevard alternative was dropped partially because a boulevard would not receive funding which is only available to interstate highways. 5/

One way to address this problem is to simply convert the corridor to two interstate spurs (one from the north and one from the south) terminating in the downtown area at the Highway 10 interchange. This would virtually guarantee that through-traffic would not use the corridor and the corridor could be so designed as to better serve the needs of those who actually live, work, and recreate in the downtown area. The alternative could be optimized for serving the downtown areas rather than devoting six lanes of traffic to the less than 20% of the traffic which is travelling through the downtown areas. This alternative would also address the concerns of the Clinton Presidential Center and others that they maintain access to the interstate.

Such an alternative would also include improvements to correct substandard interchange ramp lengths, weaving lengths, horizontal and vertical curves, shoulder widths, and signage. The existing left exits at the I-40 and Hwy. 67 interchanges would be eliminated and replaced with right exits. Frontage road improvements, bicycle and pedestrian enhancements, and additional open (green) space in the Hwy. 10 interchange would be included. All structurally deficient bridges within the project limits, including the I-30 Bridges over UPRR in Little Rock and North Little Rock, and the I-30 Arkansas River Bridge, would be replaced or rehabilitated. Functionally obsolete bridges within the project limits would be replaced or rehabilitated as funding allows.

The I-30 Arkansas River Bridge would be replaced with a structure that meets navigational clearance requirements, as requested by USCG. The existing navigational channel would be shifted to the north to align better with the channel in the adjacent upstream and downstream bridges and the horizontal clearance in the navigation channel would be increased to 320 feet. These modifications would accommodate existing and future navigational needs for the waterway by allowing barges to pass under the bridge more safely. The alignment of the bridge would be shifted slightly in the downstream direction to allow the bridge to be built in phases while causing minimal impacts to adjacent parks. The Highway 10 interchange would be simplified because it would be designed so as to benefit local traffic rather than through-traffic.

The practicality of this alternative is established by ARDOT's reckoning that only four lanes are needed to accommodate local traffic in their 10-lane alternatives.

--Page 28, Indicated epage 41/3992, Line 9. The text provides no basis for the assertion that, "With increasing population and traffic demand and no improvements to the project area, congestion will increase and ultimately decrease safety..." Given the high incidence of rear-end and sideswipe collisions, it is altogether likely that safety features becoming commonplace on cars will work to

reduce these collisions in all alternatives--including the No-Action Alternative. And any such collisions will be safer in areas with low-speed, congested traffic in the No-Action Alternative rather than in those alternatives which increase traffic speed.

--Page 46, Indicated epage 59/3992, Line 2. The text says, "The No-Action Alternative does not relieve congestion or improve mobility." Elsewhere the text says that additional lanes are assumed to be added outside the project area before the design year of 2041 in all the alternatives. That being the case, the No-Action Alternative would be expected to show improvements in congestion and mobility and the text needs to be changed accordingly.

--Page 6, Indicated epage 17/3992, Line 13. "Pedestrian facilities are well developed in the project area, with the two bridges closest to the I-30 Arkansas River Bridge being restricted to pedestrians and bicycles." Actually the two bridges closest to the I-30 Arkansas River Bridge are open to pedestrians and bicycles.

#### Footnotes

1/ See for instance: <https://www.nonoise.org/resource/trans/highway/spnoise.htm>

2/ Cervero, R. (2002). Induced Travel Demand: Research Design, Empirical Evidence, and Normative Policies. *Journal of Planning Literature*, 17, 3-20. Cervero, R. (2003). Road Expansion, Urban Growth, and Induced Travel: A Path Analysis. *Journal of the American Planning Association*, 69(2), 145-163. Cervero, R. and M. Hansen. (2002). Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis. *Journal of Transport Economics and Policy*, 36(3), 469-490. Cervero, R., J. Kang, and K. Shively. (2009). From Elevated Freeways to Surface Boulevards: Neighborhood and Housing Price Impacts in San Francisco. *Journal of Urbanism*, 2(1), 31-50. Duranton, G. and M.A. Turner. (2011). The Fundamental Law of Road Congestion: Evidence from US Cities. *American Economic Review*, 101, 2616-2652. Funderburg, R., H. 5. Hansen, M. and Y. Huang. (1997). Road Supply and Traffic in California Urban Areas. *Transportation Research A*, 31(3), 205-218.

3/ AHTD December 3, 2013 letter to the Coast Guard describing 30 Crossing as a "...project programmed to increase the number of lanes on Interstate 30 in Little Rock/North Little Rock, Arkansas." ASHTD Interoffice Memo, April 3, 2014 describing 30 Crossing: "A project is programmed to increase the number of lanes on Interstate 30 in Little Rock/North Little Rock, Arkansas."

4/ ARDOT letter to Metroplan dated June 17, 2016.

5/ Line 14, page 26, epage 39 of the EA.

## Connecting Arkansas Program

---

**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 6:50 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lisa luyet

**Email:** Lisa.Luyet@carke.com

**Address:** 428 Maple Street NLR 72214

**Telephone:** 501-681-1409

**Message:**

Expanding I-30 to and adding more lanes will never relieve rush hour traffic. When lanes are added on major arteries, simply, more people use them and in a year you are back where's you started. Of course, you already know this. Rush hour in down town last 45 minutes to an hour. Not a significant time...of course you know that. You already know there is no real need for an expansion of this magnitude. So The only end this will accomplish is the perception of ease on exiting the city for those who don't live here. You are catering to the few folks who work in downtown, but live in Benton, Bryant, Cabot, and Sherwood. People who never come back downtown to spend money here. People who see no need in a vibrant and sustainable downtown.

Then you promise us parks that you won't have the responsibility of building.

I know that Argenta will be negatively affected by this expansion.

My comment is to take this entire plan and file it in the drawer labeled "bad ideas we need to learn from and never attempt again".

Thank you

Lisa Luyet

Argenta resident.

## Connecting Arkansas Program

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**From:** Monty Pride <monty.pride@asp.arkansas.gov>  
**Sent:** Monday, July 16, 2018 9:10 AM  
**To:** info@30Crossing.com  
**Subject:** Public Hearing July 12, 2018

From everything I saw at this hearing, this project is what has been needed ten years ago. This project once completed will bring Little Rock into the twenty first system with safety being the number one benefit. No longer will tractor trailer trucks and automobiles traveling Interstate 40 East or West bound will no longer have to change two lanes in order to go to Memphis East bound or Little Rock West bound on I 30. Traffic will move extremely better through town with the new design. With better interstates through the capitol city this should attract new industry to our area. Please go ahead with this project next year.

### Monty Pride



DL/CDL Coordinator  
Highway Patrol Admin.  
501-618-8810  
501-940-6561

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 10:21 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Johnny Burgess

**Email:** johnny.burgess@mainstream-tech.com

**Address:** 325 W Capitol Av Ste 200

Little Rock AR 72201

**Telephone:** 501.801.6704

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District.

Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 11:10 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Gary Smith

**Email:** gsmith@glasserectors.com

**Address:** P O Box 30005, Little Rock, Ar 72260

**Telephone:** 5014551324

**Message:**

The new I-30 corridor eliminates the current exit Cumberland exit into Little Rock and we gain a tremendous amount of park land. I like that the bridge will be higher so we can better view east to west and this proposal by ARDOT provides Little Rock with the opportunity to dress up the bridges and under the river bridge with better lighting and accessibility. The North Little Rock side and 67 North will be more accessible and safer when headed north. The entire road will be safer and less congestion.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 11:35 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kim Hoffman

**Email:** khoffmanphd@yahoo.com

**Address:** 414 East Capitol Avenue  
Apartment 217

**Telephone:** 5019525084

**Message:**

As someone who lives downtown, I continue to be strongly opposed to the 30 Crossing Project. I have attended multiple public hearings and nothing presented by ARDOT changes my view that this project will be disastrous for those of us who live, work, and recreate downtown. My concerns are as follows:

- 1) No one denies that the I-30 bridge needs to be replaced and that several exits and entrances need to be made more safe. However, ARDOT has not provided an alternative that will accomplish just these needs. Instead, ARDOT has used the the real problem of an unsafe bridge and unsafe ramps downtown as an excuse to create a concrete gulch to satisfy the needs of those who travel through our city or who only come to our city to work.
- 2) Based on the information received at the most recent public hearing, traffic on our downtown streets will increase dramatically. For those of us who live here, who enjoy walking in the downtown area, who enjoy taking our pets to MacArthur Park and the Clinton Presidential Park, this project makes walking more difficult and more dangerous. Vehicular traffic will increase dramatically outside of my window on Capitol Avenue.
- 3) The concrete gulch will separate two parts of our city that have been undergoing a tremendous and wonderful revitalization: The River Market area and East Village. The concrete gulch will make it more difficult to connect those two areas.
- 4) There will be people who move out of the new apartments and condos that have been built in recent years because of the construction noise and the increased traffic after the project is completed. Occupancy rates will go down and residential development will stop.
- 5) At least one business owner has closed his business because of the impending 30 Crossing Project (Zin Wine Bar on RiverMarket Avenue). Other business owners are likely to follow and business/retail development will stop.
- 6) The current 30 Crossing Project is based on old views of how people travel. ARDOT is projecting traffic patterns and number of vehicles 25 years out. Technology is changing the way that we travel. As more cities are removing freeways and interstates in the downtown area, why are we significantly increasing lanes through our downtown? ARDOT must surely have talented people who can devise an alternative that does not add multiple lanes and concrete downtown.
- 7) Noise pollution and air pollution will increase with the added lanes downtown. Thus, the walkability

and liveability of downtown will be threatened.

8) Finally, this process has been most frustrating and undemocratic. At one of the first public meetings that I attended, Scott Bennett assured all in attendance that ARDOT "would not shove this down our throats." Yes, ARDOT, for those of us who live downtown and will be impacted the most, this is exactly what you are doing. Danny Straessle stated, "This is not a vote of the people whether or not this project should go forward." This project will be close to \$700 million (if not more), it will impact the downtown area for decades to come. If the people of Little Rock, and particularly those of us who live downtown, don't matter, then we have no democracy and no state or local government that respects or responds to our concerns and needs.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 11:42 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Charles McNulty  
**Email:** cdmcnulty@msn.com  
**Address:** 74 Clervaux Drive  
Little Rock, AR 72223  
**Telephone:** 319-231-3376

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District. Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

Sincerely,

Charles McNulty

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 2:12 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jim Cargill  
**Email:** pointcarlos@me.com  
**Address:** 11 Phellos Court  
Little Rock, AR 72223  
**Telephone:** 501-831-1445

**Message:**

I appreciate your efforts to provide such an easy way to have public input. My hope and comfort for the best solution for our city, state and all citizens is : six lane plus collector/distributor lanes with split diamond interchange.

This is very thoughtful of various means of transportation and the continuation of positive development of the immediate and entire market.

Thank you,  
Jim

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 4:59 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dickson Flake

**Email:** dickson.flake@colliers.com

**Address:** 1 Allied Drive

Suite 1500

P.O. Box 3546 | Zip 72203

**Telephone:** 5013726161

**Message:**

Gentle persons,

Congratulations to the ArDOT staff and commission for achieving the best possible combination of features for the preferred Interstate 30 crossing design, involving the 6-lane with collector/distributor lanes and split diamond interchange. You have maximized safety, environmental compatibility and relief of traffic congestion in the booming River Market area while still allowing through traffic to have the minimum of restrictions. Redesign of an existing system is frequently a process of eliminating the least acceptable of marginal solutions. In this case, I think you have achieved a positive solution that justifies our total support.

Dickson

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 6:48 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mark Saviers

**Email:** msaviers@sagepartners.com

**Address:** 1 Allied Drive, Suite 2410, Little Rock, AR 72202

**Telephone:** 501-716-5511

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District.

Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented. Thank you.

## **Connecting Arkansas Program**

---

**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 16, 2018 7:52 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Brittany Wheeler  
**Email:** bsw05002@gmail.com  
**Address:** 3708 Caraway Ct  
**Telephone:** 8708165114

**Message:**

I live in North Little Rock, but work downtown. I work for a business who would be directly harmed by this initiative. Driving my son across the bridge would be so much worse due to this. STOP IT PLEASE. Traffic is NOT that bad. Leave it alone. Thank you.

## Connecting Arkansas Program

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**From:** Joshua Silverstein <jsilver220@yahoo.com>  
**Sent:** Tuesday, July 17, 2018 9:08 AM  
**To:** 'Connecting Arkansas Program'  
**Subject:** Comments re. 30 Crossing EA  
**Attachments:** Silverstein, Josh, Comments re. I30 EA, 2018 07 17.pdf

My comments are in the attached document. Thanks much.

Josh Silverstein

**30 Crossing  
Environmental Assessment**

**Comments of**

**JOSHUA M. SILVERSTEIN**

**315 Rock Street, Unit 1501  
Little Rock, AR 72202  
(Home)**

**1201 McMath Ave.  
Little Rock, AR 72202  
(Work)**

**Table of Contents**

Introduction and Supplemental Comments	2
Comments I Submitted re. the NHPA § 106 Consultation Meeting	3
2nd. Op. Ed. I Wrote and Published in Ark. Dem. Gaz.	4-5
1st. Op. Ed. I Wrote and Published in Ark. Dem. Gaz.	6-8
Letter Submitted to the Ark. Dem. Gaz. Supporting My Op. Eds.	9
Comments I Submitted on April 27, 2016	10
Email I Submitted to Little Rock Board of Directors on Nov. 9, 2015	11
Comments I Submitted on November 9, 2015	12
Editorial by Ark. Dem. Gaz. Ed. Board	13-14
Comments I Submitted on Oct. 22, 2015	15-16
Arkansas Blog Posting Re. U.S. PIRG Report Calling 30 Crossing a Boondoggle	17-20
Excerpts of U.S. PIRG Report Calling 30 Crossing a Boondoggle	21-27

## Introduction and Supplemental Comments

This document contains my comments regarding the environmental assessment for the 30 Crossing project. Some of this document is constituted by copies of my prior comments. Other parts of this document are constituted by separate materials I have written. And finally some of this document is constituted by materials written by others that I hereby endorse as my own comments. The table of contents above identifies all of the materials submitted.

On this page, I offer three supplemental comments.

- I strongly oppose closing Cumberland between 2nd and 3rd streets under any of the proposals involved. That is a critical access point to Cantrell and I30 for downtown resident, commuters, and others. It should be preserved.
- The chart on page 58 of the EA demonstrates that there would be *massive* traffic increases on numerous downtown streets under the split diamond interchange. This traffic will (1) critically damage downtown neighborhoods, and (2) greatly increase commute times for countless residents and commuters.
- The estimates for traffic increases for 6th and 9th streets on pages 58-59 under the split diamond interchange are difficult to take seriously given the likely impact of the loss of the Cantrell interchange. Thus, the damage to downtown neighborhoods and the harm to commuters will be even worse than currently projected in the EA.

**From:** Joshua Silverstein [mailto:jsilver220@yahoo.com]  
**Sent:** Sunday, May 06, 2018 3:59 PM  
**To:** 'Info@30Crossing.com'; 'Info@ConnectingArkansasProgram.com'  
**Subject:** Comments Re. 30 Crossing s. 106 Consultation Meeting

To Whom It Concerns:

This email is in response to the NHPA Section 106 Consultation Meeting on April 24, 2018.

As I have said time and again, the split diamond proposal is simply awful. Having only two interchange ramps at 4<sup>th</sup> and 9<sup>th</sup> rather than the current three (with one being the major Cantrell exit and entrance), will cause *numerous* traffic problems downtown and otherwise. I co-wrote two op. eds. published in the Democrat Gazette that explain these problems. Both are attached.

In addition to the points laid out in the two attached articles, I would like to comment on a few issues discussed in the PowerPoint from the April 24 meeting.

First, the very phrase “single point urban interchange” is misleading. With both Cantrell and 6<sup>th</sup> street available – and hopefully 9<sup>th</sup> street as well – this is not a “single point” plan.

Second, on page 20, the ppt contends that traffic will not increase on 6<sup>th</sup> or 9<sup>th</sup> as a result of the split diamond. This claim is difficult to take seriously. Since all traffic moving between downtown and I30 will be funneled to streets south of the current primary interchange, *all* streets in that area will see *significantly* increased traffic. Even if all cars entering and exiting I30 downtown stick to the roads with entrances and exists, other traffic that normally uses those roads will be shifted to other streets to avoid the transitioning traffic. The claim in particular that 9<sup>th</sup> street will see no traffic increase is almost certainly false. 9<sup>th</sup> street will move from one of three to one of two exits. And with the main Cantrell exit gone, 9<sup>th</sup> street will see major increases in traffic.

Third, on page 20, the ppt contends that traffic increases resulting from the SDI will have no adverse effect. Given the number of cars that currently use the Cantrell interchange and that will be shifted to other roads downtown near and through the various historic and residential districts, this claim too is difficult to take seriously. Many *thousands* of additional cars will travel through these areas every day. That will plainly have a dramatically adverse effect.

I would be interested in talking with someone about this on the phone after you have had a chance to review my materials. My cell phone is (501) 240-0834.

Josh Silverstein  
315 Rock Street, Apt. 1501  
Little Rock, AR 72202  
[jsilver220@yahoo.com](mailto:jsilver220@yahoo.com)  
(501) 240-0834 (cell)



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Guest column

## Public choice theory and the I-30 project

By JOSHUA M. SILVERSTEIN AND CHRIS B. JOHNSON Special to the Democrat-Gazette  
This article was published October 16, 2016 at 1:57 a.m.



Comments

Font Size

One of the proposals under consideration by the Arkansas Highway and Transportation Department (AHTD) for its I-30 Crossing project is the elimination of the I-30 entrance and exit at Cantrell Road. In a guest column published in the *Arkansas Democrat-Gazette* (Retain the Cantrell Road/I-30 interchange, July 17) we explained why this is a terrible idea.

One reason we submitted our piece to the *Democrat-Gazette* is that the editorial writers for this paper had strenuously argued for the same position nine months earlier (Hard to believe: Block I-30 from LaHarpe?, Nov. 3, 2015). We were thus quite surprised when the next editorial changed its stance on this subject (The 10-letter word: It can be used in mixed company, Sept. 4). This striking and unjustified reversal demands a response.

Under the AHTD's "split diamond interchange option," access to and from I-30 would be moved from Cantrell south to Fourth Street, Capitol Avenue, and Sixth Street. This would increase the number of stoplights between Cantrell and I-30 from one to between four and six (or possibly more). This violates one of the most fundamental principles of urban planning: The transition between major arteries in a metropolitan area should be as seamless as possible. Failing to comply with this standard creates countless problems for urban communities. And as we explained in our July column, the split diamond proposal is no exception.

The split diamond will lengthen the commute between Cantrell and I-30. This will waste critical amounts of time for numerous Arkansans each day and increase both gasoline usage and pollution. The longer commute will also damage businesses throughout Pulaski County because people will travel less between neighborhoods that are best accessed via the Cantrell/I-30 transition. The drop in sales will in turn lead to important losses in tax revenue and jobs.

In addition, the increased traffic in downtown residential communities will stunt growth in those areas. Finally, the two arguments pressed by proponents of the split diamond--increased development in the River Market and safety--are meritless. Indeed, the split diamond will very likely undercut the River Market district and critically decrease safety for downtown commuters and pedestrians.

The *Democrat-Gazette* editorialized on this issue in November 2015, criticizing an earlier I-30 Crossing proposal that also would have added multiple stoplights to the transition between Cantrell and I-30. The paper made some of the same arguments that we pressed, highlighting the lost travel time caused by additional stoplights and the decrease in safety. In fact, the editorial writer observed that the proposal would "create a traffic nightmare downtown."

It is entirely logical that the editorial was titled "Hard to believe." It is hard to believe that anyone

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thinks eliminating the smooth transition between two major arteries in central Arkansas is a good idea. As the *Democrat-Gazette* rightly concluded, dramatically increasing the number of stoplights between Cantrell and I-30 "might solve one or two problems. But create dozens of other problems elsewhere."

After such a compelling indictment, one can imagine our shock when the editorial writers reversed themselves. And our surprise was all the greater because the split diamond option is actually worse than the earlier proposal attacked by the paper. The split diamond would add just as many lights to the transition between I-30 and Cantrell. But it would also force more traffic through residential areas and eliminate more parking downtown. Given that, what could possibly justify the editorial change? The answer is simple: nothing.

The editorial writers appear to have been seduced by the number of parties who have endorsed the split diamond interchange. Indeed, the new editorial offered the purported level of agreement as a paradigm of political compromise--a lesson to us all during the silly season of election madness. The *Democrat-Gazette* often uses the broad sweep of history and high theory to contextualize local events. Whether it be the Declaration of Independence, Edmund Burke, or Friedrich Hayek, we applaud the paper's reliance on big ideas to cast light on the conflicts of the day. But in this case, the editorial writers have gone astray. The "agreement" over the split diamond interchange is not an example of grand compromise; it is a reflection of the lessons of public choice theory.

Public choice theory is the application of economic principles to politics. It uses concepts like economic rationality to explain the behavior of government officials, special interests, and voters. One of the great insights of public choice theory is that a small group with a deep concern for a particular issue will often get its way politically despite opposition from the general populace. The classic example is pork-barrel legislation, which frequently is enacted because the parties who benefit from government spending have a considerably greater incentive to lobby for such legislation than the public does to oppose it. That flows from the fact that recipients have much to gain from the passage of pork-barrel laws, while each citizen will lose only a small amount in extra taxes as a result of individual spending projects.

The proposals to eliminate the Cantrell interchange are wonderful illustrations of public choice theory in action. The downtown interests that support the split diamond believe they will benefit from the new urban layout. Thus, they are lobbying more intensely. The vast majority of central Arkansans--who will be damaged as a result of longer commute times, higher gas costs, and much else--lack sufficient incentive to fight back. Instead of applauding the agreement of the downtown groups as an example of political compromise, the *Democrat-Gazette* should have criticized the "consensus" for what it is: a reflection of the clash between the concentrated interests of a small number of downtown constituencies and the diffuse interests of a largely unaware public.

The tragedy is even greater in this case than normal. In the archetype of public choice theory, the small group that gets its way is benefited at the cost of the broader population. But at least someone is better off. As we explained in our earlier column, it is actually quite likely that the split diamond will hurt all those lobbying for it. They just do not realize it. Thus, unlike in the standard picture of public choice theory, with the split diamond, everyone loses.

*Joshua M. Silverstein lives in the River Market Tower at Third and Rock streets, is a former resident of Riverdale, and is a Professor of Law at the University of Arkansas at Little Rock, William H. Bowen School of Law. Chris B. Johnson is a Senior Vice President and Principal Financial Officer at Dillard's, works at the Dillard's headquarters on Cantrell Road, and lives in North Little Rock.*

Editorial on 10/16/2016

Print Headline: Public choice theory and the I-30 project

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Guest column

## Retain the Cantrell Road/I-30 interchange

By JOSHUA M. SILVERSTEIN AND CHRIS B. JOHNSON Special to the Democrat-Gazette  
This article was published July 17, 2016 at 1:57 a.m.



Comments

Font Size

The Arkansas Highway and Transportation Department (AHTD) has proposed making a number of changes to the I-30 corridor that runs from Interstate 40 to Interstate 530. Because the "30 Crossing" project implicates numerous interests and considerations, many of the choices AHTD must make are difficult. For example, should the revamped highway remain at six lanes, or should it be expanded to eight or 10? Strong arguments exist on both sides of this question. And the same is true for many other aspects of the project. But there is at least one issue where the evidence overwhelmingly favors a particular side: The I-30/Cantrell interchange must be preserved.

One of the most fundamental principles of urban planning is that the transition between major arteries should be as seamless as possible. Failing to comply with this precept generally creates countless problems: It wastes striking amounts of commuter time, increases accidents, elevates pollution levels, undercuts business interests, and promotes traffic patterns that damage residential communities. As a result, major arteries should be directly connected absent truly compelling circumstances.

The Little Rock area is currently in full compliance with this artery transition standard. There are four major arteries in the metropolitan area--Cantrell Road, Interstate 30, Interstate 430, and Interstate 630. Under the existing design, each road is easily accessible at the five locations where they intersect:

1. I-430 and I-630 in west Little Rock.
2. I-430 and Cantrell in northwest Little Rock.
3. I-430 and I-30 in southwest Little Rock.
4. I-630 and I-30 downtown.
5. Cantrell and I-30 downtown.

Unfortunately, AHTD is considering eliminating the seamless transition at the fifth intersection-- Cantrell Road and I-30.

AHTD is reviewing two construction proposals for entering and exiting I-30 in the downtown area. One would retain the interchange in place today. The other, known as the "split diamond interchange," would remove the Cantrell entrance and exit and move access to the highway south to Fourth Street, Capitol Avenue, and Sixth Street. At present, there is effectively only one stoplight between Cantrell and I-30. Under the split diamond proposal, there would be four to six lights between them. Not surprisingly, such a violation of basic urban planning standards would cause numerous problems for both the local community and the broader metropolitan area.

First, travel times for commuters and others transitioning between Cantrell and I-30 would increase. This means that tens of thousands of people would spend additional time in their cars each day. How much extra? Our conservative guess is between four and six minutes per day--two to three minutes in each direction--though it could easily be more. This may not seem like much,

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but four minutes a day multiplied by 240 working days per year equals 16 hours per year. Six minutes a day inflates the lost time to 24 hours per year. Additionally, longer commutes will increase both gasoline usage (which costs money) and pollution. And all of these problems will be even worse if many commuters use alternative, longer paths to travel between different parts of the city, as the AHTD contemplates will happen once the Cantrell/I-30 interchange is eliminated.

Second, these greater travel times will impact businesses all along the Arkansas River in Little Rock because it will be more difficult to reach riverside communities like the Heights and Riverdale from North Little Rock and various other parts of the region. Moreover, since it will take longer to exit the neighborhoods adjacent to the river, residents of that area will be less likely to visit businesses in North Little Rock and other commercial districts, causing critical losses in sales, tax revenue, and jobs.

Third, the split diamond will damage downtown residential communities, especially the one currently growing between Third and Ninth streets. Capitol, Fourth, and Sixth will have dramatically increased traffic, more stoplights, and less (or no) parking, making this area considerably less livable. Furthermore, the split diamond will make it harder for those living downtown to access Cantrell and the interstate when they want to travel to other parts of the metropolitan area. These problems will certainly deter people from moving into the heart of the city, slowing down--if not reversing--the rebirth of central Little Rock that began 25 years ago.

Proponents of the split diamond interchange make two arguments in defense of that proposal. Neither has merit.

• They contend that moving highway access to the south will increase development in the River Market. But the area has already been growing rapidly under the present layout with the Cantrell exit and entrance. And if living downtown, parking in the city and traveling to and from downtown all become considerably more difficult, as noted above, the damage to the River Market and the surrounding area will likely be much greater than the benefits gained from having the additional walking spaces that will be created if the Cantrell entrance and exit is eliminated.

• Proponents assert that accidents will be reduced by the split diamond because the "dangerous" intersection at Cantrell and President Clinton will have considerably less traffic, increasing pedestrian safety. That seems highly unlikely. First, according to the leading study of the intersection, the crossing at Cantrell and President Clinton only had nine auto accidents over the 10-year period of the study--less than one a year. Second, there may be only a small decrease in traffic through the intersection because each alternative travel route will require far longer travel times. Third, because of the extra stoplights drivers will need to navigate to transition between Cantrell and I-30, commuters accustomed to a speedy one-light trip may rush through the four-plus new traffic lights to reach their destination, increasing accidents. Fourth, the considerable uptick in cars traveling along Fourth, Capitol, and Sixth will also likely elevate the number of accidents in the growing residential community that these streets run through. The best evidence firmly supports the conclusion that shifting highway access south from Cantrell will actually decrease safety rather than promote it.

The Third Street Merchants Association, the Downtown Little Rock Partnership, and certain other center city interests support the split diamond. Apparently they believe--wrongly in our view--that shifting the interchange south will do more good than harm for the downtown area. But even if there is some plausibility to this position, the damage to every other sector of the metropolitan area easily outweighs even the most Pollyannaish estimates of the benefits to the River Market and the immediately surrounding community. As a result, removing the Cantrell/I-30 interchange simply cannot be justified under any fair analysis of the 30 Crossing project.

It is the duty of the AHTD to consider the interests of the entire region in developing a plan for the I-30 corridor. Downtown businesses are important, to be sure. But they are only one piece of a far broader community, most of which will be irreparably damaged by the loss of the Cantrell entrance and exist. At best, shifting the interchange to Fourth, Capitol, and Sixth serves the interests of a small set of downtown businesses and a select group of residents who are fortunate enough to live within walking distance of the River Market, while hurting virtually everyone else in Pulaski County and the surrounding counties.

*Joshua M. Silverstein lives in the River Market Tower at Third and Rock streets, is a former*



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resident of Riverdale, and is a Professor of Law at the University of Arkansas at Little Rock William H. Bowen School of Law. Chris B. Johnson is a Senior Vice President and Principal Financial Officer at Dillard's, works at the Dillard's headquarters on Cantrell Road, and lives in North Little Rock.

Editorial on 07/17/2016

Print Headline: Retain the Cantrell Road/I-30 interchange

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Monday, July 16, 2018, 12:18 p.m.

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## Letters

This article was published October 27, 2016 at 2:52 a.m.

Comments

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### California's good idea

Editorial cartoonist Lisa Benson probably lived in California, or perhaps still does. Her offering published Oct. 17 shows a man and woman entering what appears to be a tunnel, waist-deep in water. The woman holds a book that is labeled Voter's Guide.

I have lived in six different states and the golden one was the first one that told voters in plain English what to expect. Each proposition, as they called the ballot's array of possible and diverse choices, was explained. Arkansas should have been on board with a similar breakdown, particularly on the 2016 pot questions.

**PATRICK MCKELVEY**

### Bella Vista

**It should be obvious**

Re last Sunday's Perspective guest column: Once again Messrs. Johnson and Silverstein have made an excellent case for what should be obvious to those who could make the necessary proper decisions in this ridiculous situation.

I am filled with disgust and near fury at the adamant stupidity of the plan proposed for I-30 through Little Rock. Apparently the state Highway and Transportation Department has somewhat the same mentality that the U.S. Corps of Engineers demonstrated some years ago when they wanted to dam the Buffalo: "If the money is there, we gotta spend it."

No one has yet answered why it's better to completely disrupt the city so this monument to bureaucracy might be built. There is a better way.

**SKIP HARRIS**

### Benton

Little benefit to state

Is it such a good idea to bring Chinese-owned companies to Arkansas? A statement in a recent story about the Chinese paper mill coming here because there are more trees available was frightening. And then we read that counties have decided these companies we're begging to locate in Arkansas will not pay the same property taxes as American-owned companies. Will these firms owned by citizens of China be competing with home-owned Arkansas companies? What assurance do we have that these Chinese-owned companies won't pollute? Maybe they've heard it's pretty easy to do that here. I'm glad they don't want to raise hogs. Or do they?

I think the governor may need to curb his eagerness to bring little pieces of China to Arkansas. There are many questions that should be answered. Four hundred jobs sounds great, but for how

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**From:** [info@connectingarkansasprogram.com](mailto:info@connectingarkansasprogram.com) [<mailto:info@connectingarkansasprogram.com>]

**Sent:** Wednesday, April 27, 2016 2:19 PM

**To:** [info@connectingarkansasprogram.com](mailto:info@connectingarkansasprogram.com)

**Subject:** Public Comment - I-30 Public Meeting #6

**Name:** Joshua Silverstein

**Email:** [jsilver220@yahoo.com](mailto:jsilver220@yahoo.com)

**Address:** 315 Rock Street, Apt. 1501, Little Rock, AR 72202

**Telephone:** 5012969355

**Preferred Alternatives:**

6-Lane (C/D) (SPUI)

**Other Alternative:**

Note that you could also do a mix -- have both the Cantrell point of entry and the later points of entry. That would both limit the traffic going through the River Market while preserving the absolutely essential ease of connection between Cantrell and I30

**Message:**

As I have said in past comments, one of the most basic principles of urban planning is that major arteries should be as easily connected as possible. That principle should only be violated in the most extreme of circumstances. Such circumstances are not in existence here. Thus, any of the split diamond approaches absolutely should not be done. It simply makes no sense here to reduce the connection between Cantrell and I30. As the Arkansas Democrat Gazette rightfully editorialized a few months back, of all the general and specific proposals, the one that is easily the worst is reducing or eliminating the ease of connection between Cantrell and I30. I'm fine adding more entrances and exits, but please do nothing that reduces the ease of access between Cantrell and I30. Today's Dem Gaz suggested there was growing support for the split diamond. Sorry I couldn't be at the meeting last night -- I had a conflict. Know that there are many people out here who vigorously oppose the split diamond. As I said, it just makes no sense as proposed. 。

**From:** Joshua Silverstein [<mailto:jsilver220@yahoo.com>]  
**Sent:** Monday, November 09, 2015 12:39 PM  
**To:** board <[board@littlerock.org](mailto:board@littlerock.org)>  
**Subject:** I30 Project

Board of Directors, Little Rock:

I live in Little Rock in the River Market area. I wanted to voice my STRONG opposition to changing the I30 exit to LaHarpe/Cantrell. Cantrell and I30 are two of the main arteries in Little Rock. It is a basic principle of road construction and traffic control that major arteries should be as easily connected as possible, absent truly compelling circumstances. No such circumstances exist here. Thus, there should be no change to the I30 exit to Cantrell that reduces access between the two roads.

Let me briefly elaborate. Shifting traffic to second and fourth streets would (1) waste massive amounts of time for commuters and other travelers through the area, (2) decrease safety in that area, (3) hurt businesses along 2<sup>nd</sup> street, and (4) decrease parking in general. The first problem is the biggest by far. But all are relevant. The only argument I've heard for eliminating the exit to Cantrell is that there are too many accidents at Markham and LaHarpe. But, frankly, that justification is pretty obviously groundless. According to the 10-year study discussed in yesterday's Democrat Gazette, there were all of nine accidents in the decade study period. That's less than one per year! That **clearly** does not justify the costs involved in shifting traffic to second street and fourth street, even if the only cost were increased travel times.

I am glad the board is aggressively working to make sure that the I30 project does not harm the River Market and downtown areas. I live at 315 Rock Street. So this is a major concern for me. But no part of the project would do more damage to the downtown area and to many, many other people and interests than lengthening the trip between I30 and Cantrell. If there is any part of the proposed I30 project that should be stopped, it is that. In sum, please make sure the transition between I30 and Cantrell/LaHarpe, in both directions, remains as easy as it is currently.

Thanks.

Josh Silverstein  
315 Rock Street, Unit 1501  
[jsilver220@yahoo.com](mailto:jsilver220@yahoo.com)

**From:** Joshua Silverstein [mailto:jsilver220@yahoo.com]  
**Sent:** Monday, November 09, 2015 12:24 PM  
**To:** 'Connecting Arkansas Program'  
**Subject:** RE: Comments re. I30 Project

I wanted to submit one last comment. I saw in yesterday's Democrat Gazette that there were only nine accidents over 10 years at the intersection of Markham and LaHarpe. That is a trivial amount and, in my view, clearly does not justify redirecting traffic down 2<sup>nd</sup> street to Chester. The lost time alone doesn't justify the change. But when the other costs are figured in – lost parking, harm to businesses, new dangers from that path – it is clearly a very bad idea. As I've said in my past comments, major arteries should be connected in the easiest way possible absent truly compelling circumstances. One accident a year doesn't come close to constituting a compelling circumstance. Thus, the quick exit from I30 to LaHarpe/Cantrell should be preserved.

Thanks.

Josh



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# EDITORIAL: Hard to believe

## Block I-30 from LaHarpe?

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

Comment (1)

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

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

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

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

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

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

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

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

Why?

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

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

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

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

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

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

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

Editorial on 11/03/2015

Print Headline: Hard to believe

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**JMS112** says...

November 3, 2015 at 2:58 p.m.

Thank you so much for writing this editorial. You are so obviously correct, it is indeed difficult to believe that anyone would propose something that required you to write this piece. Cantrell and I30 are two of the main arteries in Little Rock. Everything possible should be done to EASE the

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TRANSPORTATION DEPARTMENT (AHTD)**



**CITIZEN COMMENT FORM**

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

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

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

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

Email: [Info@30Crossing.com](mailto:Info@30Crossing.com)

*(Please Print)*

Name : Joshua M. Silverstein

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

Phone: ( 501 ) 296 -- 9355

E-mail: jsilver220@yahoo.com

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

(Continued on back)

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

Thanks.





Like Ernie Biggs on Facebook!

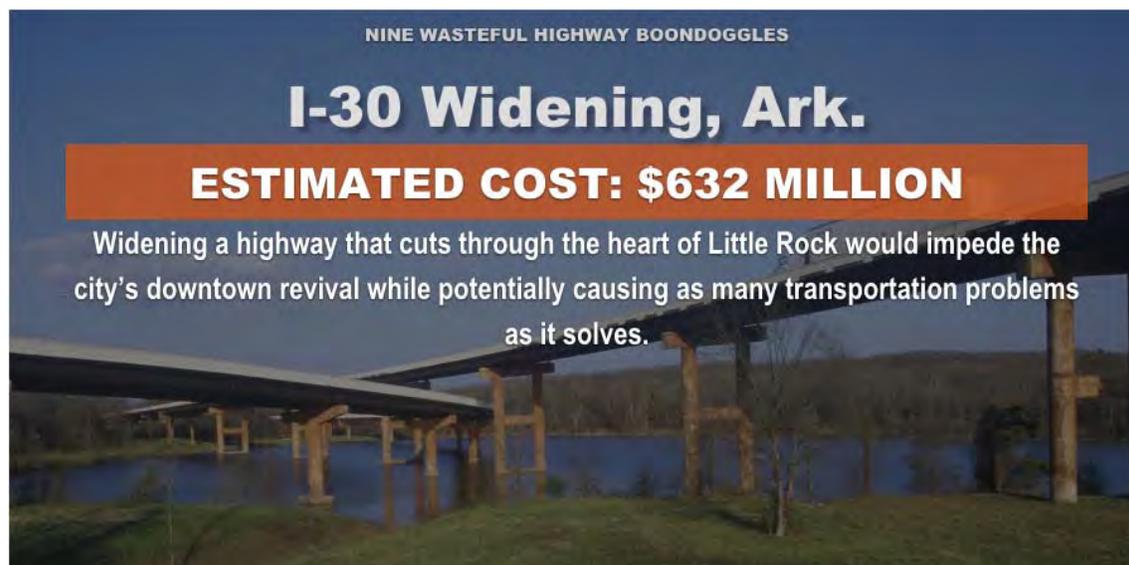
## Arkansas Blog

# U.S. PIRG: 30 Crossing one of nine worst highway boondoggles

by [Leslie Newell Peacock](#)

April 18, 2017

[3 comments](#)



The **Arkansas Highway and Transportation Department's** plan to widen Interstate 30 is a **waste of \$632 million in taxpayer dollars**, an [analysis by public policy and consumer groups](#) says. (See full press release on the jump.)

A transportation fellow at the [U.S. Public Interest Research Group](#) called the AHTD plan, which would replace the I-30 bridge and widen the interstate from six to eight lanes plus "collector/distributor" lanes that would add another four lanes over 7 miles, "irresponsible."

U.S. PIRG grouped 30 Crossing with eight other widening projects estimated to cost taxpayers \$10 billion. The report noted federal data that said the U.S. has 56,000 structurally deficient bridges, or about 9 percent of all bridges, and that 21 percent of the nation's highways have

poor pavement conditions. From the news release:

"While replacing an aging bridge is a good idea, widening a highway that has already sliced through Little Rock and North Little Rock is a continuation of bad transportation solutions that don't work and instead increase vehicle-miles traveled," said Lauren Aragon, transportation fellow at United States Public Interest Research Group. ...

"Widening highways is a method that has been shown to be expensive and ineffective at reducing traffic, the state and local governments should focus on other methods of improving congestion issues," said Aragon.

Report co-author Tony Dutzik of the [Frontier Group](#) noted research that highway widenings cost U.S. \$27 billion a year but don't solve congestion, and that the money would be better spent "fixing our streets and transit systems, and in giving Americans more transportation choices in their daily lives."

The study recommends that states invest in public transportation and technological approaches to help drivers avoid rush hour traffic, invest in repair and maintenance of existing roads, use up-to-date forecasting and travel information that includes impacts of shifts to other means of transportation, prioritize projects that benefit public health and the environment and collect data to better track shifts in how people travel.



**I-30 Widening in Arkansas Makes National List of Highway Boondoggles, Wastes \$632 Million in Taxpayer Dollars**

## New Report Identifies Nine of the Worst Highway Projects Across the Country

A new report by the United States Public Interest Research Group (U.S. PIRG) Education Fund and Frontier Group identifies nine of the most wasteful highway expansion projects across the country, slated to collectively cost at least \$10 billion. Making the list of national highway boondoggles is the proposed I-30 expansion in Little Rock, expected to cost \$632 million. This third iteration of the highway boondoggles report details how despite America's mounting repair and maintenance backlog, and in defiance of America's changing transportation needs, federal, state and local governments across the country, including Arkansas, continue to spend billions each year on expanding highways. The report disputes the claims used to justify these investments and argues that the projects are outright boondoggles.

“While replacing an aging bridge is a good idea, widening a highway that has already sliced through Little Rock and North Little Rock is a continuation of bad transportation solutions that don't work and instead increase vehicle-miles traveled,” said Lauren Aragon, transportation fellow at United States Public Interest Research Group. “Prioritizing the I-30 expansion at the expense of maintenance and public transportation expansions that would move people off the road is irresponsible,” she noted.

The \$632 million set aside for the I-30 construction project represents a reverse of past regional policies that aimed to limit freeways in Little Rock to no more than six lanes. While traffic on the I-30 bridge itself has been stable over the last decade, the state's traffic and safety study assumes that a 10-lane road will attract 4 to 7 percent more traffic than an 8-lane road, and that an 8-lane road would attract 15 to 18 percent more traffic than a 6-lane road.

“Americans are fed up with their commutes, but decades of research shows us that more and wider highways aren't the answer,” said Tony Dutzik, senior policy analyst with Frontier Group and co-author of the report. “The \$27 billion we currently spend each year on highway expansion can't fix congestion, but it could make a big difference in fixing our streets and transit systems, and in giving Americans more transportation choices in their daily lives.”

The study recommends that states:

1. Invest in transportation solutions that reduce the (need) for costly and disruptive highway expansion projects by focusing investments on public transportation, land-use policy, road pricing measures and technological measures that work to help drivers avoid peak-time traffic.

2. Adopt fix-it-first policies that invest in repair and maintenance of existing road, transit and rail systems and stop the continued deference of these actions to future dates, further increasing a mounting maintenance and repair backlog of billions of dollars;
3. Use the latest transportation data and require full cost-benefit comparisons for highway projects, including future maintenance and repair needs. This includes fully evaluating potential public-private partnerships.
4. Revise transportation forecasting models and use up-to-date travel information, reflecting a range of potential future trends for housing and transportation and incorporating the potential impacts of shifts to other modes of transportation, including public transportation, rail, biking and walking, as well as newer options such as ridesharing, carsharing, and bikesharing.
5. Give priority funding to transportation projects that reduce growth in vehicle-miles traveled, to account for the public health, environmental and climate benefits as well as the reduced need to increase road capacity in the future.
6. Invest in research and data collection to better track, and more aptly react, to ongoing shifts in how people travel.

The report also looks back at the 23 highway boondoggles identified in the 2014 and 2016 versions of this report. Since the original reports came out, several states have revisited these projects, ultimately deciding that the money should be spent elsewhere. For example, the Mon-Fayette Expressway was put on hold due to the Pennsylvania Turnpike Commission's mounting debt and lack of public support. In California, the Tesoro extension was denied on the ground that it would threaten local water resources.

“Widening highways is a method that has been shown to be expensive and ineffective at reducing traffic, the state and local governments should focus on other methods of improving congestion issues,” said Aragon.

The report can be read at this link [here](#).

## Tags

30 CROSSING

USPIRG

ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT

# HIGHWAY BOONDOGGLES 3

Big Projects. Bigger Price Tags. Limited Benefits.



FRONTIER GROUP

Written by:

Tony Dutzik, Abigail Bradford and Gideon Weissman, Frontier Group

Lauren Aragon, U.S. PIRG Education Fund

April 2017

# Acknowledgments

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The authors bear responsibility for any factual errors. Policy recommendations are those of U.S. PIRG Education Fund. The views expressed in this report are those of the authors and do not necessarily reflect the views of our funders or those who provided review. Project maps included in this report should be considered approximations based on publicly available information and not used for planning purposes.

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## FRONTIER GROUP

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Cover photo: Overpass bridging the Katy Freeway in Houston, Texas. Credit: Trong Nguyen, Shutterstock

# Executive Summary

America's infrastructure is in rough shape. Many of our roads, bridges and transit systems are aging and in need of repair.

Yet, year after year, state and local governments propose billions of dollars' worth of new and expanded highways that often do little to reduce congestion or address real transportation challenges, while diverting scarce funding from infrastructure repairs and 21<sup>st</sup> century transportation priorities.

**Nine proposed highway projects across the country – slated to cost at least \$10 billion – exemplify the need for a fresh approach to transportation planning and spending.** These projects, some originally proposed decades ago, double down on the failed transportation strategies of the past while causing harm to local communities and absorbing scarce transportation dollars. They are but a sampling of many questionable highway projects nationwide that could cost taxpayers tens of billions of dollars to build, and even more money over the course of upcoming decades to maintain.

Local, state and federal decision-makers should reevaluate the need for the projects profiled in this report, along with others that no longer make sense in an era of changing transportation needs. Instead, they should focus on real, long-term transportation solutions, including maintaining our existing roads and bridges, repairing potholes, and investing in public transportation, bicycling, walking and other options.

**Americans' transportation needs are changing. America's transportation spending priorities aren't.**

- **State governments continue to spend billions on highway expansion projects that fail to solve congestion.**
  - Expanding highways draws new drivers to the roads, often resulting in a rapid return to the congested conditions the expansion projects were originally supposed to solve.
  - In Texas, for example, a \$2.8 billion project widened Houston's Katy Freeway to 26 lanes, making it one of the widest freeways in the world. But, just a few years after completion, morning commute times were 30 percent longer and afternoon commute times were 50 percent longer.<sup>1</sup> And in California, the \$1.6 billion widening of Interstate 405 in Los Angeles delivered little benefit in terms of reducing rush-hour congestion.<sup>2</sup>
- **Highway expansion is not a national transportation priority.**
  - Highway expansion is often pitched as a way to deal with projected future increases in travel. Over the last decade, however, growth in driving has slowed, with the average American in 2016 driving fewer miles than he or she did in 2002.<sup>3</sup>
  - Forecasts of future growth in driving are often inflated. Americans are now expected to drive

nearly a trillion fewer miles per year in 2020 than federal officials projected in 2004.<sup>4</sup>

- **Highway expansion absorbs money that can be used for more pressing needs.**

- In 2012, federal, state and local governments spent \$27.2 billion on expanding the highway system – consuming more than one out of every four capital dollars spent on the nation’s road network.<sup>5</sup>
- Continued spending on highway expansion diverts funds that could be used to address the nation’s roughly half trillion-dollar backlog of road and bridge repair needs and its \$90 billion backlog of transit repair needs, as well as to expand transportation choices for Americans through investments in public transportation.<sup>6</sup>

**States continue to spend billions of dollars on new or expanded highways that fail to address real problems with our transportation system, or that pose serious harm to surrounding communities.** In some cases, officials are proposing to tack expensive highway expansions onto necessary repair and reconstruction projects, while other projects represent entirely new construction. Many of these projects began or were first proposed years or decades ago, or are based on long-outdated data.

**Questionable projects poised to absorb billions of scarce transportation dollars include:**

- **I-405 Widening, California, \$1.9 billion** – Widening one of the nation’s busiest stretches of Interstate highway in Orange County would draw new traffic to the road, create new bottlenecks, and replicate the failed approach to congestion relief of an earlier I-405 widening project in Los Angeles.
- **I-4 “Beyond the Ultimate,” Florida, \$2.2 billion** – The construction of tolled express lanes along 40 miles of highway has been pitched, in part, as a way to avoid bottlenecks created by another \$2

billion highway expansion project now underway in Orlando.

- **I-75 North Truck Lanes, Georgia, \$2 billion** – Construction of the nation’s first long-haul, truck-only lanes would represent a giveaway to the trucking industry, while undermining a rail-based approach to freight movement in Georgia that is intended to get trucks off the roads.
- **I-84 Expansion, Connecticut, \$715 million** – Proposed widening of I-84 in Danbury directs state funds to a road where traffic has barely increased in the last decade, even amid growing demand for better rail service and severe state budget woes.
- **State Routes 53/120, Illinois, \$2.3 billion** – A proposed toll road in the Chicago suburbs would jeopardize the environment and lacks a viable funding plan.
- **I-66 “Inside the Beltway” Expansion, Virginia, \$140 million** – A bold plan to reimagine a suburban D.C. highway and expand access to transportation options is accompanied by a politically motivated highway widening project.
- **I-30 Widening, Arkansas, \$632 million** – Widening a highway that cuts through the heart of Little Rock would impede the city’s downtown revival while potentially causing as many transportation problems as it solves.
- **I-73, South Carolina, \$1.3 billion** – A proposal for a new Interstate linking I-95 to Myrtle Beach is unnecessary, environmentally damaging, and would divert money from a growing crisis in road maintenance in the Palmetto State.
- **Madison Beltline widening, \$1 billion** – The budget-strapped state of Wisconsin, which has already delayed other highway projects, continues to consider widening a highway around Madison, even as demands grow for more and better public transportation.

**Previous *Highway Boondoggles* reports in 2014 and 2016 identified 23 dubious highway expansion projects costing an estimated \$37 billion that merited additional scrutiny. Of those projects, six have been canceled, are on hold, or are under significant revision. Among projects put on hold or facing new scrutiny are the following:**

- An **extension to an existing toll road in southern California** was denied on the grounds that it and a future additional extension would threaten local water resources.
- Plans for the **Dallas Trinity Parkway** are uncertain after community-led opposition to the proposed toll road resulted in a new, downscaled design and new questions about how the project would be funded.
- The **Illiana Expressway** tollway in Indiana and Illinois was suspended amid budget concerns and has been the subject of court challenges that leave its future in severe doubt.
- A proposal to **widen I-94 in Milwaukee** was denied funding by lawmakers and the governor due to the state budget crunch and following strong opposition from community advocacy groups. The land-use group 1000 Friends of Wisconsin found that the state Department of Transportation systematically overestimated traffic projections to justify the expansion.
- The future of the proposed **Mon-Fayette Expressway** outside Pittsburgh is in question as the region's planning agency is reconsidering the project and local officials are looking into the possibility of repurposing the funds currently dedicated toward its construction.

**Federal, state and local governments should stop or downsize unnecessary or low-priority highway projects to free up resources for pressing transportation priorities.**

Specifically, policy-makers should:

- **Invest in transportation solutions that reduce the need for costly and disruptive highway expansion projects.** Investments in public transportation, changes in land-use policy, road pricing measures, and technological measures that help drivers avoid peak-time traffic, for example, can often address congestion more cheaply and effectively than highway expansion.
- **Adopt fix-it-first policies** that reorient transportation funding away from newer and wider highways and toward repair of existing roads and investment in other transportation options.
- **Use the latest transportation data and require full cost-benefit comparisons, including future maintenance needs,** to evaluate all proposed new and expanded highways. This includes projects proposed as public-private partnerships.
- **Revise transportation forecasting models** to ensure that all evaluations of proposed projects use up-to-date travel information, reflect a range of potential future trends for housing and transportation demand, and incorporate the potential impacts of shifts in other transportation options, including public transit, biking and walking, along with newer options such as carsharing, bikesharing and ridesharing.
- **Give funding priority to transportation projects that reduce growth in vehicle-miles traveled,** to account for the public health, environmental and climate benefits resulting from reduced driving.
- **Invest in research and data collection** to better track and react to ongoing shifts in how people travel.

**Figure 11. Interstate 30, Little Rock, Arkansas**



## Interstate 30 Widening, Arkansas

**Estimated cost: \$632 million**

*Widening I-30 through the heart of Little Rock would reverse momentum toward urban revitalization.*

Interstate 30 runs north-south through the heart of Little Rock and North Little Rock, linking the communities by a bridge across the Arkansas River. The Arkansas Highway and Transportation Department (AHTD) has proposed to replace the bridge, which was built in the 1950s, with a wider span connected to expanded highway links on both sides of the river, encompassing 6.7 miles of highway.

Like many urban downtowns around the country, downtown Little Rock has been revitalized over the past decade, with much of the new growth centered on the banks of the Arkansas River, including in the River Market cultural and entertainment district on the west side of I-30 and the area surrounding the Clinton Presidential Center on the east side.

The AHTD plan to widen I-30 from six to 10-12 lanes threatens that revitalization and reverses regional

policies that had encouraged a shift away from auto-oriented development. Regional plans dating from the mid-1990s had expressed the desire to limit all freeways in the Little Rock area to no more than six lanes, with additional travel needs addressed by improvements to local streets and transit.<sup>112</sup>

Arkansas transportation officials' justification for further widening the barrier created by I-30 is that the existing highway is crowded and its antiquated design creates safety issues. But congestion problems on the existing highway – while they exist, especially at rush hour – are not especially severe. The typical rush-hour trip through the corridor currently takes 11 to 12 minutes, compared with 5 to 7 minutes at “free-flow” speeds.<sup>113</sup>

Conditions, AHTD predicts, will get worse in the years to come, with travel times increasing to 16 to 18 minutes.<sup>114</sup> But those estimates are based on projected increases in vehicle travel through the corridor of 15 to 25 percent under a “no build” scenario by 2041 – a pace of traffic growth much faster than has been experienced in the corridor over the last decade.<sup>115</sup> Daily traffic on I-30 south of its connection with I-630 increased by about 5 percent between 2007 and 2016 (state officials project a 25 percent traffic increase near this location by 2041), while traffic on the I-30 bridge itself has been stable over the last decade (officials forecast 15 percent traffic growth by 2041).<sup>116</sup> If traffic does not increase as quickly as AHTD predicts, the projected growth in congestion may not materialize.

Ironically, widening the highway could bring even more cars to the road. The state's traffic and safety study assumes that a 10-lane road will attract 4 to 7 percent more traffic than an 8-lane road, and that an 8-lane road would attract 15 to 18 percent more traffic than a 6-lane road.<sup>118</sup> An analysis commissioned by the Arkansas Policy Panel suggested that expanding I-30 would pull in rush hour traffic that currently travels on roads outside the city center and that travels at different times of day.<sup>119</sup>

The potential for significant “induced demand” on I-30 has led local officials to express concern about the impact of the widening on city streets and on connecting highway traffic. Regional planners have estimated the potential costs of widening other freeways in the system in order to avoid the formation of bottlenecks created by the I-30 project to be as much as \$4 billion.<sup>120</sup>

Local residents and elected officials have expressed many concerns about the plan, which is currently in the midst of an environmental analysis required to receive federal approval for the project.<sup>121</sup>

**Figure 12. Annual Average Daily Traffic on Interstate 30 Bridge, Little Rock<sup>117</sup>**

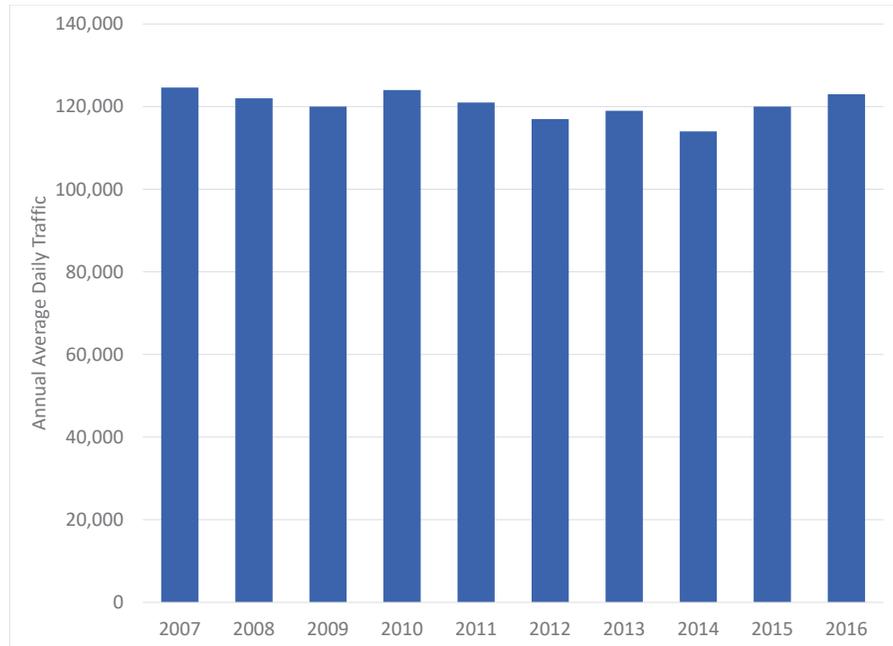


Photo: Arkansas State Highway and Transportation Department via Arkansas Times



**Widening of Interstate 30 in Little Rock would represent a step back from years of efforts to shift away from auto-centric transportation planning.**

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 17, 2018 2:32 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Bob Powers

**Email:** bjpowers@sbcglobal.net

**Address:** 75 Riverfront Dr - Apt 221

North Little Rock, AR 72114

**Telephone:** 5014167654

**Message:**

What guarantees can you assure residents who live close to the proposed expansion that it will not adversely affect their access to local streets? Why has this become such a focused effort instead of looking at other alternatives that would not have so much of an impact on the downtown area? What studies show that the proposed expansion is the best for all concern and why are you not seriously taking suggestions and complaints from both Little Rock and North Little Rock residents?

## Connecting Arkansas Program

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**From:** Deborah K. Green <Deborah.Green@fsbank.com>  
**Sent:** Wednesday, July 18, 2018 11:16 AM  
**To:** 'INFO@30CROSSING.COM'  
**Subject:** CITIZEN COMMENT FORM  
**Attachments:** Scan from LR River Market Trust1.pdf

-----Original Message-----

From: scan  
Sent: Wednesday, July 18, 2018 11:18 AM  
To: Deborah K. Green <Deborah.Green@fsbank.com>  
Subject: Scan from LR River Market Trust1

Attachment File Type: pdf, Multi-Page

Multifunction Printer Location: Little Rock River Market TWM 7th Floor  
Device Name: 254\_Trust1

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CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
4:00 - 7:00 P.M.
THURSDAY, JULY 12, 2018

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

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by Friday, July 27, 2018. In addition, an electronic comment form is available on the 30Crossing.com website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

(Please Block Print)

Name: Deborah K Green

Address: 414 E. Capitol Apt 219 Little Rock 72202

Phone: (901) 619-4474

E-mail: debkgreen1955@gmail.com

Comments / Suggestions: While I agree that there needs to be improvements/expansion (my office overlooks I-30 bridge and I observe wrecks & congestion) I don't agree at all with the magnitude of the project. I think it will increase, not decrease, traffic through downtown Little Rock

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 18, 2018 1:30 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Gina Pharis - Executive Director, Little Rock Marathon

**Email:** gpharis@littlerock.gov

**Address:** 500 W. Markham

Room 108

**Telephone:** 5019185321

**Message:**

The Little Rock Marathon takes place on the first Sunday in March every year. Our marathon weekend consists of two days of races, with a 5K & 10K on Saturday, and a marathon and half marathon on Sunday. Currently, our course on both days takes us under and over the I-30 section in and around downtown Little Rock. We cross under I-30 on Saturday at both 3rd and 4th Streets. On Sunday, we cross under I-30 on 3rd Street and cross over I-30 on 9th Street. Our race weekend attracts more than 14,000 participants annually, as well as spectators, family and well-wishers numbering above 20,000. This weekend is the largest annual event produced by the City of Little Rock, and has an economic impact of \$6,000,000 annually.

We are requesting cooperation during the construction process to ensure that our event may be produced this one weekend each year causing as little disruption to the construction contractors and the race producers. If it is possible to alter or delay work schedules on those particular days, plan for work to be done in a different section of the project on the weekend in March, or whatever options there might be, the Little Rock Marathon will do everything in our power to be a cooperating and considerate partner in this endeavor.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 18, 2018 2:08 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Pat Hanson

**Email:** fishing1921@att.net

**Address:** 1609 Barber Street L R 72202

**Telephone:** 501-374-8860

**Message:**

I want to complement Danny Straesle, Tammy and Marc, fine employees who fully answered my questions and readily put at ease my disabled neighbor who was concerned about losing his home. My family was displaced by the original I-30. It is refreshing to have people who truly care about the feelings of concerned citizens. I know it will be disruptive, but the project is needed. God bless you in your efforts.

## **Connecting Arkansas Program**

---

**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 18, 2018 2:52 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Tom Fennell

**Email:** tom@fparch.com

**Address:** 307 W. 17th

Little Rock, Arkansas 72206

**Telephone:** 501-372-6734

**Message:**

The following comments are in response to the Environmental Assessment issued by ARDOT and the public hearing on July 12th, 2018:

The Environmental Assessment issued by ARDOT, though thousands of pages, falls well short of addressing the issues involved in the 30 Crossing project. The problems I have and would like to see addressed are outlined below:

1. One would assume that any assessment of widening 30 (and 630) would begin with documenting the effects of the original construction of the I-30 and I-630 urban freeways had on Little Rock including the immense damage to historic buildings and neighborhoods and the dividing our city along racial and economic lines. The neighborhoods east of 30 and south of 630 in Little Rock suffered extreme loss of property value and still suffer from the on-going effects of this segregation of Little Rock neighborhoods. Concurrent with this loss of value in urban Little Rock was the rise in population and real estate values of outlying bedroom communities of Cabot, Conway, Bryant, Benton and other smaller towns. Also concurrent with the construction of the 30 and 630 urban freeways was a dramatic increase in single occupant vehicle use for long distance commuting encouraged by the freeways. This environmental and civic damage to these urban neighborhoods continues because of the freeways. This damage includes the on-going loss of historic properties because of the depressed real estate values imposed by the freeways in question. There was no mitigation for this damage beyond ROW acquisition and other limited efforts to "get the project through". Little Rock, as a whole, has had stagnant population growth so any claims by ARDOT of the advantages for Little Rock as a city with this expansion are not based on the facts.

There is every reason to believe the new freeway widening will have similar effects on these neighborhoods further isolating and separating south and east Little Rock. Yet, where is the study of the demographic history of Little Rock since the freeways were built?

2. ARDOT has violated the mandate from the Federal Highway Administration to consider reasonable alternatives to its proposed massive freeway widening. Rather than actually studying and developing a plan that followed the approved Imagine Central Arkansas plan from Metroplan, ARDOT decided early on to only study similar versions of the same freeway expansion plan. Even though the Federal Highway Administration encouraged local highway entities to look at holistic approaches, ARDOT dismissed, and refused to study, alternatives plans such as the Boulevard plan with a Chester Street

bridge even though independent traffic studies (Smart Mobility) showed the boulevard performed as well or better than the freeway expansion. ARDOT's one sentence dismissal of this plan in the assessment is not enough to explain why ARDOT was opposed to this plan. ARDOT states they couldn't build a bridge at Chester – this is patently false as ARDOT could designate that portion of Chester as a State Highway and the property is actually for sale. They state that an 8 lane boulevard couldn't handle the traffic – it actually does handle the traffic and does it in a way to dramatically increase commerce and real estate value by operating at slower, safer, speeds.

ARDOT's task is to spend \$630 million dollars in state and federal tax dollars in Little Rock to improve urban transportation. The intelligent approach would be to study the problem from the perspective of quality of life, walkability, mass transit, economics, the environment, historic resources, racial demographics and real benefits to citizens and commuters. This effort would involve scientists, historians, city planners, architects, civic groups, community groups, economists, landscape architects, etc.

The Highway Department, instead, hired highway engineers to design a bigger freeway. They came in with a mega-expansion plan four years ago and it has not changed since.

3. The biggest problem with the EA (Environmental Assessment), however, is the “segmented” approach to looking at the impacts of freeway expansion. Rather than looking at the big picture for the whole region, ARDOT has broken up the project into narrowly divided pieces including the 30 Crossing portion which only extends a couple of blocks either side of the 30 corridor and does not address 630, 30 south to Benton, 430, 440, etc. Segmentation is an underhanded way to study the problem without dealing with the overall impact, especially financially. ARDOT has stated that the entire system expansion would cost \$4 billion. ARDOT doesn't tell you this in the EA for 30 Crossing. ARDOT only tells you that this project will not solve congestion and bottlenecks – future projects will take care of those. For a state like Arkansas to spend this kind of money on one area and saddle everyone with the maintenance is a recipe for long term hardship and financial disaster. The EA should look at the overall impact of all these expansions as a whole.

4. And it won't work. This expansion will not solve congestion by ARDOT's own admission. It does not work anywhere else why should it work here. Cities across the country are re-thinking urban freeways. The mayor of Houston has said “no more freeway expansions” – they don't work! Many cities are taking out urban freeways – converting many to boulevards and arterials where slower speeds encourage business activity and walkability. Our current arrangement may be all we need in the future as autonomous vehicles, ride sharing and transit will more than make up for any future demand. ARDOT has refused to study and properly account for future transportation trends steadfastly adhering to the highway design philosophy of the 50s and 60s (even to the point of using outdated slogans about spurring new suburban development).

5. ARDOT is acting in bad faith in the EA in terms of mitigating the harm the freeway expansion will do. ARDOT uses various amenities to tout their planning such as park space, landscaping, streetscapes, etc. but, in the fine print, indicate that ARDOT will not pay for any of these amenities. Taking credit for creating “recreational resources” that they do not intend to pay for is dishonest.

6. ARDOT stated that they were going to respond to each comment. They have not responded in any kind of appropriate way to alternative plans I have submitted. Merely saying “it won’t work” does not meet any standard. I have also submitted independent traffic studies by Norm Marshall and Smart Mobility both electronically and in person. I have yet to receive any reasonable response from ARDOT. You would think ARDOT would be interested in the best thinking and solutions but, as stated, they had a plan when they started and do not intend to let the facts get in the way.

7. Finally, I believe ARDOT has violated the public trust and the intent of the Federal Highway Administration process by ignoring the citizen’s advisory board (RPAC) of Metroplan and ignoring the overwhelmingly negative public comments received as part of their “public comment” work. ARDOT has employed hundreds of people and spent millions of dollars to “sell” this project in carefully orchestrated “public hearings” to avoid negative feedback and suggestions for alternatives. The fact that the mayors and county judges get their road and bridge funds from ARDOT tells you all you need to know about how the Policy Board of Metroplan will vote. A rubber stamp of Metroplan for ARDOT was not what was intended by the Federal mandate to form a Metropolitan Planning Organization (MPO). Metroplan is not functioning as a responsible MPO; especially while ignoring (and now dismantling) RPAC.

Little Rock deserves better than the EA put forward by ARDOT. A true Environmental Impact statement is needed that looks at our region as a whole and what has happened racially, economically and demographically as a result of the urban freeways. A comprehensive study will show how we have sacrificed the neighborhoods south and east of 30 and 630 for suburban and bedroom community growth. The stagnation of population growth, decline in property values and the reality of racial red-lining in Little Rock is being perpetuated and increased by the 30 Crossing project. It is not right for Little Rock and a true EIS will bear this out.

Sincerely,

Tom Fennell

30 7 W. 17th, Little Rock, 72206

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 18, 2018 4:23 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** DAVID MCWHORTER

**Email:** dmcwhort114@yahoo.com

**Address:** 401 Fern Ave Little Rock, AR

**Telephone:** 5019122189

**Message:**

I am opposed to the I-30 Crossing program as planned. This is a solution in search of a problem in terms of congestion in the downtown corridor. Congestion in Little Rock is limited to less than an hour of rush hour every week day in the morning and evening hours and the solution should not be limited to building more road space that will be empty for 150 hours a week. In addition to further splitting downtown Little Rock in order to serve commuter traffic for outlying communities, this project will negatively impact local business in the path of construction, isolate areas of downtown currently undergoing restoration and revival, and further negate the positive efforts of alternative forms of transportation (pedestrian, cycling, and mass transit). Our neighborhoods in downtown Little Rock should not bear the enormous impact this will bring to serve the needs of those who choose to only spend their time there during the working hours of the week.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 9:26 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Henry L Nichols

**Email:** hnichols246@gmail.com

**Address:** 300 Spring Building

Little Rock

**Telephone:** 7723239577

**Message:**

Keep the parking on 3rd between Cumberland and River Market. Don't build traffic signals on Rock and River Market, keep the 3-way and 4-way stop signs

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 9:39 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Amy Longo

**Email:** adl\_1977@yahoo.com

**Address:** 300 E. 3rd Street

#1108

**Telephone:** 5018372169

**Message:**

As a resident of the downtown area, I am pleading with you to keep the parking on 3rd between Cumberland and River Market. Do NOT build traffic signals on Rock and River Market, keep the 3-way and 4-way stop signs. It's CRITICAL for our neighborhood merchants and pedestrian safety!!!! PLEASE RECONSIDER!!!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 9:39 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Hardy Winburn

**Email:** hardy.winburn@ubs.com

**Address:** 300 E Third Street (300 Third Tower Building), units 1401 and 1501, Little Rock, AR 72201

**Telephone:** 501-221-5101

**Message:**

We are against traffic signals planned for Rock St and 3rd St and River Market St and 3rd St. Keep the parking on 3rd between Cumberland and River Market. Don't build traffic signals on Rock and River Market, keep the 3-way and 4-way stop signs. This will save the project money and preserve the sense of community for the residents of 300 E Third Tower Building and River Market Tower Building. This is critical for our merchants and residents.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 10:46 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Clark Raborn

**Email:** craborn@bokf.com

**Address:** 300 E 3rd Little Rock Ar 72201

**Telephone:** 501-482-3304

**Message:**

please keep the parking on 3rd between Cumberland and River Market do not build traffic signals  
keep the stop signs!!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 12:12 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** K Shurley

**Email:** kimshurley@shurley.com

**Address:** 300 E 3rd Street, Unit 1505  
Little Rock, AR 72201

**Telephone:** 501-944-6037

**Message:**

As a resident of 300 Third Tower in downtown Little Rock, I would like to voice my concerns about the I-30 project that directly affects the street in front of my home. I have three main concerns:

1. I object to the addition of traffic signals at the 3rd Street intersections with Rock and River Market. We like stop and go traffic and don't want a 1/4 mile long drag strip in front of our homes. As it is currently, it is difficult to make a right- or left-hand turn out of our parking deck during rush hour. We rely on the kindness of people to let us out of our garage. I can only imagine how much worse it will get with the influx of cars and a traffic light that will NOT slow them down in front of our building. I implore you to look at an alternative street to reroute traffic; perhaps a street that does not have 150+ houses/residences in a two-block span.
2. I want the parking on Third between River Market and Cumberland to remain. It's critical for our merchants and residents.
3. I live here! While I understand the desire to make commuting in and out of Little Rock easier, that should not be to the detriment of those that made the deliberate decision to help revitalize downtown Little Rock. I chose to live in downtown Little Rock so that my family could be part of a vibrant, beautiful city. We walk, bike, and take-in all that downtown has to offer from the time the sun goes up until the late evening hours. I simply want to remind those involved in this project to think this..."What if this was my backyard. Would I want [blank] happening here?"

I appreciate your time and willingness to listen to the residents and pioneers of the downtown revitalization.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 3:20 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Heartsill Ragon

**Email:** ragon@gill-law.com

**Address:** 300 Third Street, Unit 1703, Little Rock, AR

**Telephone:** 5013763800

**Message:**

While I seriously doubt whether anyone reads these submittals (I have provided several in the past and have never gotten any acknowledgment of receipt or a reply), I would again like to express my strong disapproval for the conversion of Third Street into a major artery leading into Interstate 30. Third Street is the heart of the downtown residential district. Tree-lined, quiet and pedestrian/pet oriented should be the appropriate goal to be realized by the state highway department, not a unique and well conceived downtown neighborhood will be totally destroyed as a result of an increase in a ridiculous amount of traffic. On street parking is absolutely critical to the residents and businesses in this area, And their quality of life and income, by design, will drop accordingly. Candidly, I wonder whether the states actions rise to the level of an inverse condemnation. How curious that fourth Street is already a well-developed and well-established one-way route, and how curious that we do not simply direct traffic down this already established artery? Does it make too much sense? In any event, your proposed actions, candidly, will justify and support the "poor quality of life" ratings that Little Rock and Arkansas have recently been receiving. Just a curiosity, just to prove that you are reading these comments, it would be interesting if you could send me a simple email with a simple acknowledgment. My email address: ragon@gill-law.com. I would be happy to visit with anybody at any time in order to further discuss my observations. Thank you for your time.

## Connecting Arkansas Program

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**From:** Heartsill Ragon III <ragon@gill-law.com>  
**Sent:** Thursday, July 19, 2018 3:23 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** RE: 30 Crossing Public Hearing Comment

By the way, I do not consider these auto replies to constitute the acknowledgment that anyone actually read my email. As noted in my email. Would it be interesting if you could somehow actually confirm receipt by a "physical person"?

Heartsill Ragon III  
Gill Ragon Owen, P.A.  
Little Rock, Arkansas  
501-376-3800 (main)  
501-801-3810 (direct)  
ragon@gill-law.com

**From:** info@connectingarkansasprogram.com <info@connectingarkansasprogram.com>  
**Sent:** Thursday, July 19, 2018 3:20 PM  
**To:** Heartsill Ragon III <ragon@gill-law.com>  
**Subject:** 30 Crossing Public Hearing Comment

Thank you for providing us with your comments. Your comments have been submitted to the project team and will be included in the project record. After the comment period ends, a public hearing document will be prepared and will include all comments received along with standard responses to the comments. In addition, all comments will be posted on the 30 Crossing website upon the completion of the public hearing document.

Jon Hetzel  
CAP Communications Manager  
501-255-1519  
[Info@30Crossing.com](mailto:Info@30Crossing.com)

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 3:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** John Eckart

**Email:** jweckart@sbcglobal.net

**Address:** 300 Third Tower

300 E. 3rd St., Unit 1302

Little Rock, AR 72201

**Telephone:** 8708640027

**Message:**

I am strongly opposed to the changes planned for 3rd Street in downtown Little Rock. I oppose taking out the parking places and making 3rd Street east of Cumberland and major feeder road for I-30. This will greatly impact the local businesses and nearby residents, making this high foot-traffic area much less safe compared to today for all local pedestrians. Businesses on 3rd Street will be hurt by the lack of available parking in the area. I ask to keep the parking on 3rd Street between Cumberland and River Market Streets, and to continue keeping the 3-way and 4-way stop signs presently in place on this street. Please consider changing the proposed plans for making 3rd a major feeder road for downtown LR. Thanks for the opportunity to comment.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 4:36 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lauren Morris

**Email:** lrfmorris@gmail.com

**Address:** 200 Dennison Street, Little Rock, AR

**Telephone:** 5014421094

**Message:**

Little Rock does not need a bigger interstate through our City as suggested. The dollars being put toward this I-30 expansion should be put toward improved arterial roads or incentivizing viable alternative options for transportation other than single-occupancy cars is how this money should be spent, not on expanding an interstate. Other cities are taking down interstates because they have not solved any increased traffic problems like the proposed model is trying to do. Little Rock should learn from other cities' mistakes that were similar sized when they expanded interstates and consider other ways to alleviate future traffic issues, even if they are not traditional road expansions. It's time for us to stop being 20-30 years behind with how we approach these issues.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 6:04 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** James Britt

**Email:** jobritt@sbcglobal.net

**Address:** 14015 Windsor Road, Little Rock, AR 72212

**Telephone:** 501-912-1449

**Message:**

I appose widening of the I-30 bridge as described. The traffic on 2nd and 4th streets or adjacent feeder surface streets will be increased many times and will detract from the increasingly desirable River Market and East LR districts. No one will want to be under these freeway lanes. They don't now even though a city park has been proposed. The traffic may get over the bridge a little faster but will back up just farther out. I suggest widening I-30 from I-630 to I-440 and feed the commuter traffic out of town via I-440. This uses a mostly an industrial area. Thank you.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 19, 2018 6:51 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kent Skiles

**Email:** kentskiles@hotmail.com

**Address:** 701 Wellington Hills Rd Apt 521

Little Rock AR 72211

**Telephone:** 5015194138

**Message:**

I prefer the 8 lane split diamond but I see that's off the table. Unless the diamond 6 lane alternative is guaranteed to fix the traffic problems, why tear down 6 lanes to put 6 lanes back up? Why not build public transit instead of widening out lanes even farther? The upfront cost is more but it's a lot easier and people will use it from Benton/Bryant, Conway, Cabot and Pine Bluff. This has been mentioned many times before but our backwards way of thinking continues to be build more and more and more and not solve the ultimate problem.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 20, 2018 8:32 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Elliot Esmaeilpour

**Email:** emami@sbcglobal.net

**Address:** 300 E. 3rd St, LR, AR

**Telephone:** no call please

**Message:**

Keep the parking on 3rd between Cumberland and River Market. Don't build traffic signals on Rock and River Market, keep the 3-way and 4-way stop signs.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 20, 2018 10:45 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Julee Jaeger  
**Email:** juleejaeger@gmail.com  
**Address:** 76 Lakeview Dr.  
**Telephone:** 5014288759

**Message:**

This expansion will have a harmful environmental impact on Arkansas. I used to commute to Little Rock for my job. Two years ago, I was given the option to work from home. I have more time to work, and I am actively taking myself out of the dreadful commute from Conway to Little Rock. I am saving money on gas and helping to save the environment. I'd like to see Metroplan and the state of Arkansas put in more corporate incentives to have employees work remotely, work flex hours, or use an improved public transportation system.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 20, 2018 2:17 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Haskell Dickinson

**Email:** haskell.dickinson@mcgeorgecontracting.com

**Address:** 6 w. Palisades Dr. LR

**Telephone:** 501-490-1456

**Message:**

I am for building the I-30 Crossing Project. When complete the safe and less interrupted flow of goods and services will be improved and people will be able to go places safer and faster, like to Childrens Hospital in an emergency.

## Connecting Arkansas Program

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**From:** Hetzel, Jon, D <jdhetzel@garverusa.com>  
**Sent:** Monday, July 23, 2018 7:04 AM  
**To:** Info@ConnectingArkansasProgram.com  
**Subject:** FW: Comment on I30 widening

**From:** Public Information Office <INFO@ahtd.ar.gov>  
**Sent:** Sunday, July 22, 2018 11:19 AM  
**To:** Hetzel, Jon, D <jdhetzel@garverusa.com>  
**Subject:** FW: Comment on I30 widening

- Danny

**From:** 2shoes [<mailto:2shoes@gmail.com>]  
**Sent:** Friday, July 20, 2018 4:28 PM  
**To:** Public Information Office  
**Subject:** Comment on I30 widening

Good afternoon,

The proposed I-30 widening will have a negative effect on pedestrians like myself who use the area including sidewalks and paths at the underpass. It is already a long stretch of malodorous, roaring loud, unsanitary, and unsightly underpass. The I-30 improvement project should improve the pedestrian and cyclist experience of this area connecting the river front park and Bill Clark wetlands by routing semis (tractor trailers) and other through traffic around the city at I-440, thus reducing noise pollution, exhaust pollution, and bird feces under the I-30 bridge.

Have a nice day.

Stefie Gold

Little Rock, Ark.

(501) 454-6635

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Saturday, July 21, 2018 8:20 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Drew Atkinson

**Email:** drewatkinson@sbcglobal.net

**Address:** 204 Blue Bird Cv

White Hall, AR 71602

**Telephone:** 8705561423

**Message:**

Frequent traveler to or through downtown LR and currently plan our travel to avoid mornings from 7-9 and afternoons from 4-6 due to regular stand still traffic during those times. Even worse when an accident. Considerable congestion where I-530 drops to one lane to merge to I-30 and even worse when 630 traffic merges in toward the bridge. Construction of additional lanes seems an annoyance, but is a necessary process.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 7:19 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Michael

**Email:** welchjuice02@yahoo.com

**Address:** 3100 N Poplar

**Telephone:** 501-580-8104

**Message:**

This job is crucial to our future. Without this project our twin cities will not be able to expand in the most highly congested areas of the state. Everyone that has to travel along the I-30 crossing in its current condition is put through the most unsafe corridor in the state of Arkansas. Everyone's lives depends on this project and its successful and timely completion.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 10:14 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Paul W Pool

**Email:** paulwpool@gmail.com

**Path:** //connectingarkansasprogram.com/corridors/9/i-30-pulaski-county/

**Message:**

I think ArDOT has done a good job of listening to the people and altering the design to be responsive to the public's concern about the project. In my opinion the design has been much improved by the ArDOT during this process. However, I am concerned about ArDOT's position regarding the cost to move affected Trolley poles. The poles are not a Utility, but part of a transportation system that is being asked to fund a cost brought on by this project, for which there are no funds available! You are a Transportation Department, not just a Highway Department, and this cost should be funded as part of this project.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 10:14 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** kathy wells

**Email:** wordsmithlr@gmail.com

**Address:** 2121 S. Gaines St., LR 72206

**Telephone:** 5019606918

**Message:**

Coalition of Little Rock Neighborhoods

wordsmithlr@gmail.com

Facebook: Little Rock – Coalition of Neighborhoods

President Kathy Wells \* P. O. Box 777, Little Rock, AR 72203 \* 501-960-6918

July 22, 2018

Ark. Highway & Transportation Department

Via email

Re: 30 Crossing – Job CA0602

Dear Sir or Madam:

The Coalition of Little Rock Neighborhoods heartily supports replacement of the I30 bridge across the Arkansas River, as we have stated previously. However, we strenuously object to the preferred expansion from six lanes to twelve. Nothing prevents another barge accident that again requires a bridge replacement; putting so much of our traffic in a single place risks too much. Your dismissal of adding a bridge at Chester St. failed to take that risk into account, as well as failing to consider other benefits to that approach.

Since 2013, the state has made clear its intention to add lanes to resolve the stated problems of the 30 Crossing area, regardless of whether other actions could solve problems. The state letter of 6/17/2016 flatly demanded Metroplan officials support the added lanes, and said that if that was not forthcoming, officials would get nothing for a bridge replacement or to address defects in the original construction of this interstate. Federal policy calls for fairness among all approaches considered, which has been lacking.

The state analysis refers to needed future expansion of I630, as well as at the Baseline Rd. junction with I30, but then fails to include those expansions in cost estimates, or impacts to be anticipated. That is an overwhelming flaw in state planning to date, and now is the time to rectify that with an

## Environmental Impact Statement (EIS).

One is badly needed, to take into account major impacts and possible damage to frontage road homes, and businesses, as well as the downtown commercial district, and historic structures. Dollar cost and benefit analysis is needed throughout this plan, and the alternatives rejected by the state. Federal highway regulations cite “segmentation” as a problem to be avoided, in which needs are found throughout a corridor but issues are discussed for only a segment of the whole. The federal policy notes “staged construction” would be suitable, once the entire corridor was identified and analyzed; however, related improvements should be evaluated as one project. Coalition members want such an evaluation.

Nor does the state proposal take into account the Induced Demand to be anticipated, when motorists are attracted to this newest stretch of highway, and how that will stimulate more suburban growth, typically. Forecasting the same residential growth near the corridor in all alternatives fails to take that known outcome into account.

The state has concluded that, for 30 Crossing to be fully implemented, expansions will be required at I630 and Baseline Rd. Today’s paving may stay inside your Right-Of-Way; we cannot expect that along I630. What choices will be made MacArthur Park? Or at Broadway and I630, where Mt. Holly Cemetery faces the Mosaic Templars structure? What choices will be made at Chester St. and I630, where the historic Dreamland ballroom faces Philander Smith College? Will the route at I630 and Dr. Martin Luther King Jr. Blvd, between Ark. Children’s Hospital and the state Capitol grounds, bring traffic lanes up to monuments and the Ark. Supreme Court Building? What is the cumulative impact on I630 neighborhoods such as Capitol View-Stiff Station, or Forest Hills, in terms of noise and air pollution, etc.?

The summary asserts this proposal “would have a positive effect on the local and regional economy” without any supporting study. Regrettably ignored is the negative impact that would be likely to affect Ninth St. structures, as well as Fourth St. structures, from the loss of free parking on the street, and in parking lots, for example, if your proposal was to be built as planned. Lacking is the cost estimate to be paid by others for this plan, such as \$455,000 to the street car system if this plan was implemented. What will employers pay for new parking?

Once vehicles leave your pavement, and are fire-hosed onto city streets, that becomes the problem of municipal officials and budgets. Our city has nothing to pay for handling such loads, such as those four additional traffic lights in the state proposal. That green space left behind after removing the existing Hwy. 10 interchange would also be a municipal responsibility; no state funding will be provided for any park in that area, your documents make clear. There’s no city money for any park there, either.

A troubling omission is the No-Action Alternative in charts where it shows the best result; one example is Appendix B of Appendix A, Table 12, on page 59 (epage 335/3992). Likely, this alternative

would have the best result of all – if included. Federal Fairness Standards call for all possible actions to be shown together and analyzed on the same basis. An EIS is needed to achieve this.

Information is offered on noise pollution where mitigation is proposed, but not for areas where noise barriers were actionable, yet rejected for some reason; the public should have ALL this information.

What's the cost to the community from construction delays in travel times and obstructions along this corridor for the years this will be under construction? Provide an EIS.

The proposal says less than 20 percent of corridor traffic is through traffic, yet it devotes 60 percent of the lanes for through traffic. The remainder gets four lanes in future compared to six lanes today. The suburban commuter motorist outweighs local traffic; furthermore, this proposal displaces minority and low-income residents of the corridor so that majority population commuters can move more quickly through these areas. The Coalition objects to this.

The study uses the River Market and Clinton Presidential Library as destinations when accessibility is considered, yet these sit adjacent to the corridor, tilting the beneficial result. Major employers such as UAMS are identified, yet are a distance away, and not part of the accessibility analysis. Provide an EIS.

Yours Truly,  
Kathy Wells  
President

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 10:38 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jan Baker

**Email:** jan.baker@att.net

**Address:** 11933 Rivercrest Drive, Little Rock, Arkansas

**Telephone:** 5013526823

**Message:**

I-30 corridor. I am against enlarging the interstate to any more lanes. I think the bridge in question does need to be replaced and minor fixes made to the highway that already exists. Enlarging to 10 lanes is short sighted and a huge mistake. Do not do this. There is a better way and the DOT doesn't seem to be listening.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 10:41 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Thomas Dickinson  
**Email:** tdickinson01@gmail.com  
**Address:** 20 Glenridge Road  
Little Rock, Arkansas 72227  
**Telephone:** 501-490-6088

**Message:**

I have listed a few reasons why we need to move ahead with the I30 Crossing Project. We need to make sure that we ease congestion through the 530-630-40-67 Corridor on I30. It is already congested everyday at 4:00 PM. If there is a wreck on the bridge it is near impossible for emergency vehicles to access the incident due to space limitations. A lot of the entrance and exit ramps along this route are spaced and laid out in a way that makes navigation complex and difficult. We need to improve this area to assist commuters and the transportation of goods and services both for today and the future.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 10:56 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mark W. Riley

**Email:** mriley9999@hotmail.com

**Address:** 514 W. Daisy Bates, LR. 72202

**Telephone:** 501-349-8790

**Message:**

Yes, the I-30 River Bridge is 60 years old, and needs to be replaced, before we have a catastrophic failure like the one on I-35 in Minneapolis. Yes, the ramps from I-630 onto I-30 were obsolete the day they opened. And, yes, traffic on I-30 gets backed up on weekday mornings and evenings, though, if you are eastbound on 30 in the morning, by the time you get to the NLR Broadway exit, the bottleneck magically clears. But none of that justifies the 10-lane monstrosity that is contemplated. Widening this road to 10 lanes uses the same logic used by someone who is gaining weight - get a longer belt and bigger pants - and I am unconvinced, with the rise of telecommuting and other socioeconomic changes that will keep people closer to their homes, that the traffic projections for this corridor are anywhere close to reality. This colossal amount of money would be better spent putting a roundabout in at Asher and University, the most dangerous intersection in the state, and building I-49 from Index, through Ashdown, up to De Queen. Having lived in that area for a number of years, I know that people are literally dying on the stretch of US 71 that runs down to Texarkana. Completing I-49 to Fort Smith will produce significant economic activity, in a part of the state that desperately needs a boost, instead of lining the pockets of developers in Central Arkansas with this I-30 horror, which will destroy the River Market District and Argenta, which are only now beginning to fulfill their real economic promise.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 11:03 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** H T Larzelere

**Email:** hlarzelere1@comcast.net

**Address:** 10300 Cantrell Rd. Little Rock, Ar 72227

**Telephone:** 5016902062

**Message:**

Although I think the whole project should be completely revised my comment is ONLY directed at the proposed revision of the traffic patterns on 3rd street from Cumberland to the current freeway. This whole area (River Market) is basically residential and entertainment with the 2 largest residential buildings in downtown located on 3rd street. One building's (300 3rd) ONLY entrance is directly on 3rd street. To make 3rd street a main artery to the new freeway is going to totally destroy the residential atmosphere currently present. People using this area will be at a much greater risk of being injured by a passing vehicle driven by someone whose only reason for driving on 3rd is to get to the freeway. I think an better answer is to totally rethink the removal of the "Cantrell ' ramp. This way the whole area which is north of 9th street and east of Cumberland and the current freeway can retain its neighborhood feeling which will further help the return of downtown Little Rock to its former status as a "community" where people can work, play and live without having to use a vehicle for transportation. Please DON'T turn 3rd street into a mimi freeway which people will be afraid to cross for fear they will be injured. In addition people living in 300 3rd building will have an almost impossible ability of getting into or out of the building especially during rush hours. Find an alternative that can KEEP the residential flavor of 3rd street rather than destroying it. Leave the traffic pattern just as it is between Cumberland and the freeway (ie---no lights and parking on the street).

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 1:42 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kathleen A Lambert  
**Email:** lambertkplanner@gmail.com  
**Address:** 2200 Andover Ct  
apt 1003  
**Telephone:** 6103126683

**Message:**

I think the split diamond alternative will be the best solution for downtown Little Rock. When the contractor is selected, what assurances after all the hard won negotiated details will prevent the contractor from choosing and different design during the design-build process? Has there been progress negotiating with the finalists regarding this issue? If the street grid is better connected downtown, why is the "Texas U-turn" still in the design? Wouldn't it be wasted money? Have all the issues regarding the streetcar been resolved so both cities will be able to keep our tourist draw intact?

I very much enjoyed the cross section renderings, they provide a clearer picture in more locations than the original animation. Thank you.

Kathleen-

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 2:00 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** NELL MATTHEWS

**Email:** nellirene@hotmail.com

**Address:** 7200 Briarwood Dr

**Telephone:** 5015636734

**Message:**

I sometimes drive I630 to I30 to I 67/167. If I drive during rush hour, between 5:15 to 5:45 PM, the trip takes about 8 minutes longer than if I drive outside of those times. The amount of disruption and delays during construction will easily surpass this excess time of travel during 'rush hour'. Metro Little Rock is not expected to grow any faster than about 2% - 3% per year. Building for a capacity that we are not going to reach for decades is a waste. Yes, replace the bridge. It's time. Don't tear up our downtown needlessly.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 2:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lynn Wright  
**Email:** lynn.wright@regions.com  
**Address:** Regions Bank  
400 West Capitol, Suite 200  
Little Rock, AR 72201  
**Telephone:** (501) 371-7142

**Message:**

I am in favor of the ArDOT's preferred alternative, the 6-lane with collector/distributor lanes and split diamond interchange. In addition to increasing vehicular safety and planning for projected population growth, this configuration will provide better pedestrian connectivity both east-west and north-south by removing the cloverleaf exit ramps on either side of I-30 between Clinton Ave. and 3rd St., as well as the 3-block long exit ramp running east-west between 2nd and 3rd from I-30 to Cumberland (the "Highway 10 Interchange"). All of this concrete - around 15 acres - will be replaced with green space that the city can then upgrade to a series of parks in the heart of our River Market District. Additionally, with the removal of the Highway 10 Interchange, vehicles will no longer be dumped from the interstate onto Cumberland to fly through the pedestrian-heavy Clinton Avenue intersection at high speeds. Removing this interchange will also shift traffic patterns since, without direct access to Highway 10, there will be less of an incentive to exit downtown if your ultimate destination is a point further west. For all of these reasons, I am supportive of the plan as presented.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 2:28 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Regena Sanders

**Email:** Res39@aol.com

**Address:** 1116 Rock Street, Apt. 2, Little Rock, AR 72202

**Telephone:** 501-37201231

**Message:**

RE: I30 Crossing Proposal

As a 15-year resident of the MacArthur Park area, I am horrified at the thought of what is about to be done to my neighborhood and to downtown Little Rock by the greediness of construction alliances and the transitory desires of those who choose not to live in Little Rock. Rather than taking a proactive, forward-looking approach to improving all forms of travel and general life in this city, the Highway Department and its allies are taking an insanely expensive, short-sighted approach that benefits only the pockets of those securing contracts while destroying a vibrant downtown just coming into its own.

An Environmental Impact Statement is needed to consider this proposal's full impact on I-30/I-630/intersecting roads, including the full length of I-630 and the area from downtown Little Rock to past the I-430 intersection of I-30. The current information fails to take into account the full impact of this proposed monstrosity. Of particular importance is that this will require the expansion of I-630, further destroying neighborhoods just now starting to thrive after the initial construction of that highway and threatening MacArthur Park itself, the Arkansas Arts Center, and the UALR Bowen School of Law – all anchors of this community.

While the I-30 Arkansas River bridge needs replacing – and that alone will disrupt downtown life and traffic for several years – to force the expansion of lanes as proposed on I-30 will destroy a growing downtown area, full of historic structures, expanding residential areas, and thriving small businesses. This will force people to avoid downtown for three to four years, starving that growth and encouraging the abandonment of plans and current buildings. All of this to reduce a very few minutes of commute time for those who choose to live elsewhere and not support our downtown community. Other than greed, why? It certainly does not serve this community! The studies show that only 20 per cent of I-30 traffic is through traffic; there are much better ways for that 20 per cent and commuters to navigate this area, like one or two additional bridges at Chester Street and to the east closer to the airport. But those options are not included or considered – how shortsighted!

The proposed park/green space at the current Cantrell/I-30 access point is madness. You will make it very difficult for downtown residents and those coming from I-30 to move west on a major highway. It

will force more surface street traffic in congested area with no real alternatives for accommodating that inflow. It will increase the danger for pedestrians and bike traffic. It will deter people from the Rivermarket, the East Village, and growing downtown business sectors. It will decrease available parking that is convenient to those points of interest. Shades of the downtown mall area of years ago – ugh.

No place in Arkansas needs 12 lanes of traffic, much less the Little Rock downtown area. Induced demand tells you that (hello, Houston). It's simply insane. A forward-thinking proposal would look at including alternate routes and avoiding as much disruption of the community as possible. This approach, from the beginning, has failed to consider the impact on the residents and businesses of downtown Little Rock. Our voices have not been heard. Those who will live with the construction and its consequences are being ignored. If implemented, we will suffer for four years with noise, dust, more accidents, less ingress/egress, and still have traffic jams at rush hour. Displacing low-income and minority residents in favor of commuters, who chose where they live, needs to stop. A little common sense would go a long way here, e.g., two new bridges easing the commuting with alternative approaches. saving residents and businesses from the proposed madness, and benefiting all concerned.

I oppose the current proposal and urge reconsideration with appropriate weight given to the negative impact on downtown residents and businesses, the threat to historic structures and community life, and the future cost of maintaining this proposed horror show and its required expansion of other intersecting roads. Do a true EIS and reconsider the approach.

## Connecting Arkansas Program

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**From:** Hannah Derriso <hderriso@gmail.com>  
**Sent:** Monday, July 23, 2018 3:30 PM  
**To:** Info@ConnectingArkansasProgram.com  
**Subject:** CA0602

Good afternoon,

I was wondering if there is a planned project timeline or schedule available for the above referenced project.

Thanks,

Hannah Derriso

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 4:07 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lindsey Boerner

**Email:** LindseyMBoerner@gmail.com

**Address:** 401 E Daisy L Gatson Bates Drive  
Little Rock, AR 72202

**Telephone:** 501-258-1191

**Message:**

This project, as proposed, will have a negative impact on so many different aspects of Little Rock and its vibrant downtown. So much time, energy, and emotion has gone into trying to make downtown a great place to live and work. Expanding I-30 will only set us back and we may never be able to recoup from this. A park under a massive bridge is not somewhere I want to relax. Please reconsider your approach. I am against the current proposal.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Monday, July 23, 2018 8:39 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Robert C Walker  
**Email:** therobertwalker@hotmail.com  
**Address:** 3224 W CAPITOL  
**Telephone:** 5019125215

**Message:**

The highway department does discriminate. It follows the national pattern of routing urban interstates through low income and minority neighborhoods disrupting them and degrading their quality of life.

The highway department has noted the presence of lead in soils adjacent to urban interstates. These soils will be distributed with any construction putting this lead back into the air to drift. There are no plans to assay the damage this causes or to mitigate it.

The highway department relies on air quality monitoring stations distant from the urban interstates to reassure all that air pollution from automobiles is not a significant problem. Monitoring should be conducted roadside between citizens and the source of the pollution. Relying on distant monitoring stations is incorrect and invalid risking harm to citizens living near interstates.

The highway department standards for noise pollution were written by the department. They are self serving. There are set far too hgh based on false assumptions.

The normal noise levels in an urban environment are well known. The highway department should use these levels as normal. Any excess noise due to urban interstates should be eliminated with new construction.

Addition of more lanes of impervious concrete will increase the frequency and severity of flash floods off the highway department right of way.



# ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)



## CITIZEN COMMENT FORM

**PUBLIC HEARING**  
WYNDHAM RIVERFRONT  
(SILVER CITY ROOMS)  
2 RIVERFRONT PLACE, NLR, AR  
4:00 – 7:00 P.M.  
THURSDAY, JULY 12, 2018

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

**RECEIVED**  
JUL 23 2018

**GARVER, LLC**

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by **Friday, July 27, 2018**. In addition, an electronic comment form is available on the *30Crossing.com* website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing  
Attn: Jon Hetzel  
4701 Northshore Drive  
North Little Rock, AR 72118.

**Email:** Info@30Crossing.com  
**Online Form:** 30Crossing.com

(Please Block Print)

Name : KURTIS F PRIEBE

Address: 501 E 7TH ST APT 4 Phone: (501) 940 -- 5065  
LITTLE ROCK, AR  
72202

E-mail: kfpriebe@yahoo.com

Comments / Suggestions: SEE ATTACHMENT

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



All public comments must be made available for the public to read and digest!

The widening of I-30 will not solve the morning and evening rush hour congestion (example: the I-430/630 reconfiguration transferred the morning congestion to I-630, at Baptist Hospital and the John Barrow exit; the evening congestions are in the same locations as pre-reconfiguration). Rush hour congestion is not going to go away (it will when most of the vehicles on the road are autonomously driven), and Little Rock is not the only city in the world with congestion. A more progressive solution to our problem could become a blueprint for other cities to incorporate.

The congestion is caused by too many people using the same road surface area at the same time, with each person having their own driving agenda.

**Alternate ideas:** 1) public education (why a change in driving behavior and attitude can alleviate a portion of the congestion); 2) I-75/71 in the Covington/Cincinnati area uses electronic billboards to advise drivers as to the current optimum driving speed, and how many minutes it will take to arrive at the next three exits (Dallas, Texas has a simpler program). We have the capability to electronically count the cars exiting and entering the congested areas, and with this data being able to determine the current optimum driving speed and post arrival time information; 3) during the morning and evening congestion, lower the speed limit (lower vehicular speed decreases the amount of serious accidents); 4) find employers, that can maintain their current level of goods and services, while staggering work schedules (even a 15% change will decrease congestion; 1/3 start at 8:30am, 1/3 at 9:00, and 1/3 at 9:30).

From an environmental viewpoint, the expansion of I-30 will decrease the planet's current amount of green space (cooling effect; just ask the cows) and increase the square footage of steel, cement and asphalt. Each of these materials absorb the sun's energy. I have people perform the following exercise at my garden: in full sun, at three in the afternoon, standing bare foot, stand on the grass for as long as you can, then move twelve inches onto the cement, standing until your feet hurt, then move another twelve inches onto the asphalt. I then have them repeat the same exercise at ten at night. It is time we accept the fact that human activity has affected changes in weather patterns, and we can alleviate a percentage of our mistakes.

*Kurt F. Priebe*

The above alternate ideas will cost much less than the proposed action, and will be more planet friendly.

Kurtie F. Priebe



ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)



CITIZEN COMMENT FORM

PUBLIC HEARING
WYNDHAM RIVERFRONT
(SILVER CITY ROOMS)
2 RIVERFRONT PLACE, NLR, AR
4:00 - 7:00 P.M.
THURSDAY, JULY 12, 2018

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

RECEIVED
JUL 23 2018

GARVER, LLC

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by Friday, July 27, 2018. In addition, an electronic comment form is available on the 30Crossing.com website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing
Attn: Jon Hetzel
4701 Northshore Drive
North Little Rock, AR 72118.

Email: Info@30Crossing.com
Online Form: 30Crossing.com

7-17-18

(Please Block Print)

Name: DENNIS LONG

Address: 9024 Wetherbee Circle Phone: (501) 690-3032
Sherwood ARK 72120

E-mail: dLong111@icloud.com

Comments / Suggestions: No-Action Repair Existing AS Needed

There ARE two bypass HIGHWAYS going AROUND Little Rock off I40 which is Adequate for TRAVELERS going south. People going to work in Little Rock, the Congestion for one hour is Not a big problem. Most of the Congestion is caused by wrecks AND Adding MORE LANES will Not solve this problem.

(Continued on back)

Comments / Suggestions (cont.): \_\_\_\_\_

Sometimes it is good to keep part of the past, Everything does not have to be in the fast lanes especially old downtown - Slow down and enjoy the past.

RECEIVED

12/19

BARBER LLC



## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 5:40 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Steve Kincheloe

**Email:** stevekincheloe@icloud.com

**Address:** Heber Springs,AR

**Telephone:** 501-607-1443

**Message:**

Build it!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 7:21 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Gary Brown

**Email:** gary.brown@gcinc.com

**Address:** PO Box 292430

Lewisville, TX 75029

**Telephone:** 9723536244

**Message:**

This is a much needed project to improve traffic and safety for those commuters traveling into downtown from areas north and south of Little Rock. The real stakeholders are those who actually use the Interstate for commerce and travel not the vocal minority who are solely interested in their own interests Downtown.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 9:41 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Tina Mitchell

**Email:** tam1025@gmail.com

**Address:** 3305 N Cypress St

**Telephone:** 5019935272

**Message:**

I've been against this since it came up 2 years ago. I only hope someone is listening, and maybe watching NWA to get an idea of how to attract talent, business, etc. HINT: it's not because of 8 lane highways.

Induced demand is real, and I don't understand why Arkansas decision makers are ignorant to that fact.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 9:45 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Matt Shepherd

**Email:** shep1765@hotmail.com

**Address:** 8109 Trinity Vista Tr., Hurst, Texas 76053

**Telephone:** 817-475-8472

**Message:**

Little Rock and North Little Rock have a great opportunity to upgrade the highway system on the I-30 and I-40 corridors. The 30 Crossing Project is a much needed project that will allow local and through commuters the ability to travel with ease. It will provide the much needed additional capacity to ease congestion and travel times. It will also upgrade other components of the facility and be a centerpiece for the community. I fully support the Department and the Project and I am excited to see not only the change that the project will bring, but also the job opportunities for local residents.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 9:57 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Stephen Bentley

**Email:** sbentley@acosta.com

**Address:** 36 Tennyson Court North Little Rock, Arkansas 72116

**Telephone:** 501-351-3499

**Message:**

I am 100% for the updating of the highway but ruining our Rivermarket is not an option. We have worked hard for the last 15 years getting folks to come to downtown on both sides of the river. Our cities culture has completely changed with the number of folks who daily exercise on our pedestrian bridges and Rivertrail. Our city is still an undiscovered treasure for many folks in the US. Why would we want to move folks through downtown rapidly. Also do we really need to widen the bridge, for the most part our traffic moves very good in comparison to other cities in the south. I think we need to continue to promote alternative travel options, "Close the loop" in Little Rock and finally complete our Rivertrail, expand the Trolley line to the (1) airport, (2) Park Hill (3) to the Heights. If the trolley actually went somewhere people would use as areal source of commuting . A connector from the airport would be huge and open up the east end of the city. The big massive project in LR in my opinion is really not needed.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 10:08 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Frank Kelly

**Email:** frankkelly10@comcast.net

**Address:** 27 Overlook Drive, Little Rock, AR 72207

**Telephone:** 5012258398

**Message:**

This has to be the worst idea ever floated by the highway department. We can't keep doing things the same way we always have. Our love affair with the car and making drivers commute quicker at the expense of everyone else has to end. This project certainly will not end the rush hour traffic in Little Rock and will negatively impact the pedestrian and bicycle friendly community we need to be focused on building. Just don't do it!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 10:14 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Robert Corwyn  
**Email:** rbflynn@ualr.edu  
**Address:** 31 Overlook Dr  
**Telephone:** 5012476651

**Message:**

Thank you for reviewing public comments on the proposed I-30 expansion.

I am against the proposed expansion, primarily for the following reasons.

- 1) The expansion will increase traffic in downtown Little Rock to five times the current level. This will have a negative influence on the attractiveness of downtown for tourists residences and businesses.
- 2) The increase in traffic will make downtown unsafe for pedestrians and cyclists.
- 3) Downtown will be overwhelmed by increased traffic, creating traffic jams, noise and air pollution.
- 4) Little Rock has invested a lot of money revitalizing downtown so that it is an attractive place to work, live and play. Turning it into a highway will likely eliminate, or greatly reduce, the progress that has been made over the past many years.
- 5) Diverting traffic to downtown will harm, possibly ruin, Little Rock's plan for a BikeShare program in Little Rock.
- 6) Little Rock has a wonderful cycling community and network of cycling paths and downtown Little Rock is a very important part of the network of bike paths. Diverting an enormous amount of traffic into downtown will greatly reduce the positive impact that our network of cycling paths has on central Arkansas (This includes the Big Dam Bridge and Two Rivers). It will also make it much harder to complete the loop of cycling paths by including a continuous path along the Little Rock side of the Arkansas River.
- 7) There are alternative solutions to the long-term needs of our highway system that have been effectively implemented in other cities. Why would we want to unnecessarily damage the progress that has been made in downtown Little Rock?
- 8) The infrastructure of downtown Little Rock cannot accommodate five times more traffic.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 10:19 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Charles Wyrick  
**Email:** charles@luckydogaudio.com  
**Address:** 310 Linwood Court  
**Telephone:** 5016503887

**Message:**

This highway widening is idiotic. The Clinton Library and the new developments in the East Village are tourism assets that will be distanced from the heart of our municipality if this widening happens. We need to be developing ways to connect these parts of town via greenways and other pedestrian friendly avenues. Other cities like Atlanta have seen favorable economic growth in commercial developments along greenways. Just look at Ponce City Market and the incredible success of the Atlanta Beltline Eastside Trail! Wouldn't it be great to see a flourishing community in the heart of Little Rock rather than building a larger highway to shuttle people to the suburbs and other communities to live???

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 10:42 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Andrew Cains

**Email:** jasperbunke@gmail.com

**Address:** 3505 W 4th Street, Little rock, AR 72205

**Telephone:** 5015516134

**Message:**

I am appalled at this pointless waste of my tax dollars I voted for to be used as yet another vast cash cow for outsiders to suck up, our state is pretty much 50th in everything, the last thing we need is more dirty stupid roads, please invest in schools, hospitals, free health clinics, housing the homeless, small business's ( real ones) not fake big business scams, business incubators, how about some public pools, new shop fronts, rent controlled workshops etc etc

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 10:57 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ellen Fennell  
**Email:** f.ellen@comcast.net  
**Address:** 307 W 17th Street  
**Telephone:** 5015175599

**Message:**

(Comments made during review of how well local officials are following federal policies to build highways, using the three C's -- Continuous, Comprehensive and Cooperative. Comments have been updated.)

I am a 34-year resident of downtown Little Rock. I retired three years ago from my position as a Vice President of the National Audubon Society; I served as Vice President/Executive Director for the state of Arkansas. Because of my work, I am experienced with large and complicated projects that require a great deal of public input and planning. I have been involved in the I-30 Crossing planning since October 2015.

I am a member of Improve 30-Crossing, a Facebook page comprised of some 1,700 citizens that have over the past two years engaged in informal and formal study and discussion of traffic planning, the evolution of freeways in cities, including: interstate removal, economic benefits of urban density, making city streets safe for bikers and pedestrians, and other topics vital to discerning the best approach to the I-30 Crossing challenge. I would encourage you to look at the Improve 30Crossing FB page if you wish to see the full extent of the online community's involvement in this process and people's frustration with ARDOT's handling of I-30 expansion plans.

I was among a small group of citizens who, under the aegis of the Arkansas Public Policy Panel, raised funds to hire a nationally known traffic consultant, Norman Marshall, of Smart Mobility, Inc., to study ARDOT's traffic modeling and analysis (phase 1) and to provide alternative recommendations for I-30 Crossing (phase 2). These studies may be found on the Arkansas Public Policy Panel website [www.arpanel.org](http://www.arpanel.org). Our citizens group has gone to considerable trouble and expense based on our perception that ARDOT was determined not to listen to us, nor would they provide any palatable alternatives to a massive interstate expansion in the city's urban core. We also suspected that ARDOT's numbers and analysis might not hold up under scrutiny. (This proved true; as one example, they refused to say that Induced Demand is even real.) Compounding these problems was the browbeating and intimidation of local officials (city board, mayors, county judge and MetroPlan) by ARDOT. Future projects would not be backed by ARDOT for any who opposed their massive expansion; they said it verbally and in writing. ARDOT has NEVER RESPONDED to alternatives put

forward, such as Tom Fennell's Boulevard Plan and Norm Marshall's public comment and analysis which has been both hand delivered to ARDOT and submitted electronically.

Egregious steamrolling of the public and local officials by ARDOT has taken place at many levels and at many junctures of this process, failing the Cooperative test.

First and most importantly, ARDOT has not offered any palatable alternatives to their massive expansion plans, only offering, initially, an 8-lane expansion as opposed to a 10-lane expansion. Then at later meetings offering a 10-12 lane expansion. We, the public, asked that they study the possibility of solving I-30 congestion using an Enhanced 6-lane plan, within the parameters of Metroplan's Imagine Central Arkansas. (A Chester Street, or Bond Street Bridge, along with serious beefing up of arterials and use of freeways ringing the city for through traffic makes this a feasible solution. Chester Street could be made a highway and the land needed is for sale presently.) This study has never been done by ARDOT. To add multiple layers of confusion, after the initial meeting, ARDOT rolled out a 12-lane plan that they started calling a "6 plus 4," thereby misleading the public with both their language, and by not saying how many lanes the plan actually included.

At the April 26, 2016 meeting, ARDOT provided a platform to an all-volunteer group of young design professionals for a 30 minute presentation on how the proposed Crossing could be dressed up. It was unclear to the audience that none of the amenities would be funded by ARDOT and that any improvements would be the City's responsibility, also any congestion on city streets likely to be caused by ARDOT's mammoth freeway as it dumps into the heart of the city.

At the same meeting, ARDOT denied the public the opportunity to ask questions of the presenters and instead herded participants into a large room across the hall that contained multiple confusing exhibits. Again, not a cooperative tactic. This is the same tactic they used at this most recent meeting. Herd people into a room to look at exhibits, where questions cannot be asked and answered in a group setting. Not a public hearing or comment opportunity at all.

The comment form that meeting goers were given to fill out at initial public meetings offered several multiple-lane build options, the only other option being a No Build. There was no explanation of what No Build meant or represented. Did it mean no bridge replacement? No one knew. So communication appeared to be designed on many levels to keep the public from getting questions answered, confuse the public as to the true nature of what was being proposed and to shut down the study of any alternatives not blessed by ARDOT.

ARDOT has been overheard at meetings threatening local officials with the loss of funding for decades to other regions of the state. At the first meeting we attended, Director Scott Bennett, told the public, "We are not going to cram anything down anyone's throat." Yet, officials have been told if Little Rock does not acquiesce, ARDOT will take all their funding to Northwest Arkansas. He again made this threat in an April 16, 2017 letter to Metroplan.

Due to the size, expense and nature of the project (in the heart of Little Rock's urban, primarily minority and historic urban core), ARDOT should be conducting an Environmental Impact Statement that will consider all ramifications from this massive project. ARDOT has not taken a comprehensive look at the project and, in fact, does not have the funding in hand to adequately address the problems the expansion will create. The expansion they propose will create bottlenecks outside of the extremely short 6.7-mile "project area." These bottlenecks will require "fixing" in the next few years. So, after initial great expense, AHTD is planning to come back to ask for even more money to fix the new bottlenecks they created with this "fix". The cost of this by their estimation has been estimated at \$4 billion. This is a perfect example of segmentation of the project. ARDOT has NOT studied the impacts on the entire area that will be affected by this 7-mile "fire hose" that will burst onto arterials outside of that segment producing traffic congestion that ARDOT will be forced to come back and fix later. Please make ARDOT present an environmental impact statement on the full \$4 Billion project.

The city, sadly, seems largely unaware of the severe congestion problems that massive freeway expansion will foist on downtown streets. ARDOT however, will be long gone, leaving the city to deal with these problems with inadequate resources. This does not meet the Cooperative nor the Comprehensive test.

Norman Marshall of Smart Mobility, Inc., has pointed out errors in methods of calculations of traffic projections by ARDOT. It appears that ARDOT came up with what they wanted, then fiddled with the traffic projections to back up the design they had already picked. If we had not hired Smart Mobility, no one would have ever known the difference, something we believe ARDOT was counting on. Norm Marshall's two study documents pointing out errors in modeling have as yet, not been addressed by ARDOT.

The pressure on Metroplan to drop their 6-lane highway policy so ARDOT can ram their I-30 Crossing plan through has been shameful. Decades of conscientious work by Metroplan with laborious input by many citizens is being thrown out in ARDOT's rush to embrace a 1960's solution to urban congestion. Metroplan was steamrolled by ARDOT, as are the citizens who have tried to counsel a more moderate and fact-based approach to the problem of urban congestion in our town.

Additionally, it is clear from ARDOT's choice of an EA rather than an EIS that they are unwilling to look at the impact on our low-income neighborhoods, our minority areas, our parks and our health.

I respectfully urge you to ensure that federal dollars are not wasted in a project that will damage Little Rock and the Central Arkansas area while not solving our traffic congestion problems. I also urge you to make ARDOT accountable through performance of an EIS.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 10:59 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kristi Barr

**Email:** kristibarr@sbcglobal.net

**Address:** 12411 Cherry Laurel Drive, Little Rock AR 72211

**Telephone:** 317-319-5318

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:08 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ellen Fennell  
**Email:** f.ellen@comcast.net  
**Address:** 307 W 17th Street  
**Telephone:** 5015175599

**Message:**

As a member of the Quapaw Quarter Association, downtown Little Rock's premier and oldest historic conservation association, I am posting this commentary.

Arkansas Blog  
Archives | RSS

Quapaw Quarter Association joins concerns about I-30 project

Posted By Max Brantley on Thu, Nov 12, 2015 at 8:51 AM

[click to enlarge](#)

qqa\_logo.jpg

The venerable Quapaw Quarter Association — which worked to preserve historic neighborhoods downtown against enormous odds — has joined the chorus urging smarter thinking about the project to alter Interstate 30 through downtown. In short: They cannot be "pro-interstate." Neighborhoods are at risk. More planning is necessary. The major exit from I-30 at 2nd, particularly, needs more study. (Even if City Director Lance Hines thinks the Highway Department knows better.)

Here's the QQA's statement:

The 30 Crossing project is not, strictly speaking, a historic preservation issue. As far as we presently are aware, no significant historic resources would be directly affected by the project. However, the project almost certainly would have an impact on redevelopment efforts east of Interstate 30 in Little Rock, an area in which the Quapaw Quarter Association has a vested interest as owner of the Woodruff House. In addition, 30 Crossing brings with it a wide array of design and quality-of-life issues that would affect the Quapaw Quarter - and the City as a whole - for decades to come. Consequently, the Quapaw Quarter Association offers its perspective:

As historic preservationists who have witnessed firsthand the destructive and divisive impact interstate highways have had on cities across the country, we cannot be "pro-interstate." There can be no doubt that the interstate highway program was poorly conceived when it came to routing interstates through cities, and Little Rock has suffered accordingly. History reflects that in past generations, many state and city leaders wrote off areas east of Interstate 30 and south of Interstate

630 as the "bad" parts of town, best separated from the rest of the city by concrete barriers. Ideally, these barriers would come down, and our city could be knitted back together.

However, it is our belief - after meetings with highway officials and city leaders, as well as much discussion - that there is very little chance the interstates will be removed entirely from the heart of downtown Little Rock. Given that belief, we consider it critical to be involved in guiding the 30 Crossing project so that it has the least possible detrimental impact on the Quapaw Quarter and is designed with features that might even be viewed as positive.

As an organization committed to the preservation and revitalization of historic places in Little Rock, we believe any major undertaking like this should focus on getting people to downtown Little Rock, not through it; enhancing safety; and repairing as much of the physical divide created by I-30 and I-630 as possible. Some traffic congestion in an urban area should be accepted as a fact of life. In addition, research suggests that transportation innovations will lead to fewer, not more, cars driving through and into Little Rock in years to come. We hope that the following factors will be addressed before the 30 Crossing project is finalized:

#### Consider all options to enhance safety

Repair of the I-30 bridge should be seen as an opportunity to design the best possible solution to safety and traffic concerns in downtown Little Rock. While most are not fatal, this stretch of I-30 has a high number of accidents. Those travelling this route would benefit from better-designed interchanges and on and off ramps. Preferably, these safety issues can be addressed without widening the Interstate footprint so much that it will trigger construction and widenings in Little Rock and central Arkansas for many years to come. We look forward to learning the results of the NEPA process evaluation of an eight lane option.

#### Repair divide between east and west

All streets that currently connect the east and west sides of I-30 need to remain open. The connections should be enhanced to encourage pedestrian and bicycle traffic in addition to vehicular traffic. Noise should be reduced along the corridor, and, in particular, where roads will pass under the Interstate. The Hanger Hill area has struggled since the construction of I-30, and is now seeing renewed interest and investment in spite of it. One issue the neighborhood faces daily is the 15th Street exit off I-630 that allows drivers to exit, cut through the neighborhood at high speeds on College Street, and enter I-30 further north. The high speeds at which they travel on College Street create constant safety concerns for local residents. This problem needs to be addressed, but a 15th Street exit should remain open for use by residents and local businesses.

#### Design and prepare for transportation innovations

Many people and organizations have worked very hard to revitalize downtown and surrounding

neighborhoods, and they will continue to do so. Nationwide, people are driving less and moving back to vibrant urban areas. Perhaps fewer lanes for through traffic would accommodate future needs and encourage drivers to take other routes around downtown. If collector distributor lanes are built at grade and integrated with the existing street grid, we believe the visual impact of ten lanes through downtown would be lessened. Ideally, the final plan would be such that future construction work, which would further disrupt life and commerce downtown, could be avoided.

#### Minimize disruptions during construction

Even if all goes according to plan, we understand that the construction phase of this project is scheduled to last a minimum of four full years, beginning in 2017 or 2018 and running through the end of 2021. If not planned and staged thoughtfully to minimize disruptions to the downtown area, the project could possibly slow or halt downtown's renaissance, particularly east of I-30, at a critical time for Little Rock. We urge AHTD, with input from city government and other stakeholders, to work hard to avoid harming the very good things happening throughout the downtown area.

We are specifically opposed to the pairing of Second and Fourth Streets as the "off and on- ramps" for downtown Little Rock. A better solution must be found for the problems associated with the intersection of La Harpe Boulevard, President Clinton Avenue, and Cumberland Street. We favor the idea of a design charrette drawing upon local talent.

We are encouraged by AHTD's continued discussions with the public and stakeholders and with the recent changes to the plan in response to local concerns. The Quapaw Quarter Association urges the continuation of these discussions until all parties with a vested interest in downtown are satisfied.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:11 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** A. Wyckliff Nisbet, Jr.

**Email:** nisbet@fridayfirm.com

**Address:** office: 400 W. Capitol Ave., Ste. 2000 LR, AR 72201

home: 19 Edgehill Road LR< AR 72207

**Telephone:** 501-370-1544

**Message:**

I support the ArDot's preferred configuration for the I-30 river crossing, six lanes and the split diamond exchange. I have served on the Board and Executive Committee of the Little Rock Downtown Partnership and closely followed the planning for the construction of the new I-30 crossing and related traffic lanes. The new plan will add green space, assist pedestrian connectivity along and under the freeway and will certainly be beneficial to the increasing number of downtown residents, businesses and visitors from out of town. This will be accomplished along with needed increase in vehicular safety for those entering the city and passing through the city. Again, I strongly support the plans of the ArDOT.

Wyck Nisbet 7/24/18

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:22 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Derrell Hartwick

**Email:** Dhartwick@littlerockchamber.com

**Address:** 3507 loch lane , NLR AR 72116

**Telephone:** 5001-377-6015

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:25 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ellen Fennell

**Email:** f.ellen@comcast.net

**Address:** 307 W 17th Street

**Telephone:** 5015175599

**Message:**

[https://drive.google.com/file/d/16dwCH7YIfIs11o6m0i\\_IOIyalOSzF25U/view](https://drive.google.com/file/d/16dwCH7YIfIs11o6m0i_IOIyalOSzF25U/view)

PDF from Quapaw Quater Association. Comment on I-30 submitted by QQA member, Ellen Fennell.



# CONTENT FOR QUAPAW QUARTER ASSOCIATION I-30 GROUP

**Patricia M. Blick, Executive Director**  
QUAPAW QUARTER ASSOCIATION

**Ngozi (Nome) Brown, AIA, NCARB, NCIDQ, M. Ed., LEED® AP ND, EDAC, GPCP**  
WOODS GROUP ARCHITECTS

**Brett Budolfson**  
LITTLE ROCK BIKE FRIENDLY COMMUNITY COMMITTEE

**Ed Sergeant, AIA**  
SERGEANT ARCHITECTURE, PLLC

**Tanner A. Weeks, PLA**  
ECOLOGICAL DESIGN GROUP

**5.21.2018**

*Note:* The following report considers the impact of and recommendations for the I-30 corridor expansion and surrounded area of impact between the Arkansas River and I-630.

## I-30 Expansion Impact

### Safety

The I-30 expansion will dramatically increase vehicular traffic on our downtown streets, especially in the Rivermarket area (Fig. 1). This presents several concerns. Perhaps the most important set of concerns are for the safety of people walking and biking. The Little Rock metro area is considered the 14<sup>th</sup> most dangerous metro area to walk in the country<sup>1</sup> and Arkansas is considered the third most dangerous state to commute by bike.<sup>2</sup> The I-30 expansion project could increase risks to pedestrians and bicyclists.

Broadway St. (AR 708), from the Arkansas River to I-630, is currently the most dangerous corridor for pedestrians in all of Central Arkansas with a crash rate of 63.49 (the next highest is 45.45). Broadway has many pedestrian safety countermeasures in place, so why is it so dangerous? The most intuitive reason is because Broadway is a high volume corridor for both vehicles (ADT 19-22K) and pedestrians.<sup>3</sup>

Broadway St. safety is relevant to this discussion because 30 Crossing will create *higher* traffic densities than Broadway on Mahlon Martin St. (from its current 2K to 24.5K ADT) in an area with even *more* pedestrians (between Rivermarket and the Clinton Library). ADT on 3<sup>rd</sup> St., a growing ped-friendly area<sup>4,5</sup>, will increase from 4.1K to 11K (Fig. 1). ADT on Cumberland between 2<sup>nd</sup> and 3<sup>rd</sup> St., a block hosting a walking tour of historic buildings associated with Historic Arkansas Museum, will increase from 8.3K to 16.5K (Fig. 1). ADT on 4<sup>th</sup> St. will increase from 2.1K to 12K, making it much more dangerous for Rock Region Metro's users to get from the central hub (River Cities Travel Center) to amenities and jobs on Rivermarket (Figs. 1 & 2).

ArDOT should embrace its Toward Zero Deaths principles not simply in the I-30 right of way, but in the area of impact of the I-30 expansion project (i.e. where traffic counts on local streets are affected by the I-30 expansion), and spare no expense to protect vulnerable road users.

### Local Transportation Choices

Arkansas is the most physically inactive, the fourth most hypertensive and diabetic, and the third most obese state in the country.<sup>6</sup> Little Rock is no exception; we are the third most obese city in the country.<sup>7</sup> Little Rock is concerned about this public health emergency. One response



**Figure 1.** Vehicular traffic between Cumberland, Mahlon Martin, 2<sup>nd</sup> and 4<sup>th</sup> St. will sharply increase with the I-30 expansion. ADT estimates provided by Benjamin Browning, ArDOT.

<sup>1</sup> <https://smartgrowthamerica.org/dangerous-by-design/>

<sup>2</sup> [http://bikeleague.org/sites/default/files/BFS2017\\_ReportCard\\_Arkansas.pdf](http://bikeleague.org/sites/default/files/BFS2017_ReportCard_Arkansas.pdf) (48/50 re: Safety due to 30.3 fatalities per 10K bike commuters. Little Rock is similar with 25 fatalities per 10K bike commuters (LAB 2016))

<sup>3</sup> <http://www.metroplan.org/sites/default/files/media/transportationStudies/2015Ped-BikeCrashAnalysis.pdf> (Table 2)

<sup>4</sup> e.g. Andina Café, Tuff Nut Brewing Co., Stratton's Market, Blue Canoe Brewing Co., Poke Hula, Dugan's Pub

<sup>5</sup> While 3<sup>rd</sup> St.'s projected traffic was reported from River Market Dr. to Sherman, the traffic appears to be primarily flowing from Cumberland to I-30 along 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets, making projected traffic counts similar.

<sup>6</sup> [www.stateofobesity.org/](http://www.stateofobesity.org/)

<sup>7</sup> <https://www.physiciansweekly.com/the-20-fattest-cities-in-america-2017/>

was to embrace active transportation, ratified with a Complete Streets Ordinance (#21029), mandating that streets safely and comfortably accommodate bikes, pedestrians, and transit. Another response has been to partner with Metroplan to launch a bikeshare program whose focal area is squarely within the I-30 expansion area of impact. Unless bold measures are taken to protect bicycle and pedestrian modes in the one of the most walkable districts in Little Rock, the I-30 project will displace active transportation modes and thwart our bikeshare program. This would directly conflict with our local transportation choices, initiatives, and ordinance. ArDOT should include generous investment in bicycle, pedestrian and transit alternatives in the area of impact to mitigate the effects of its I-30 expansion project.

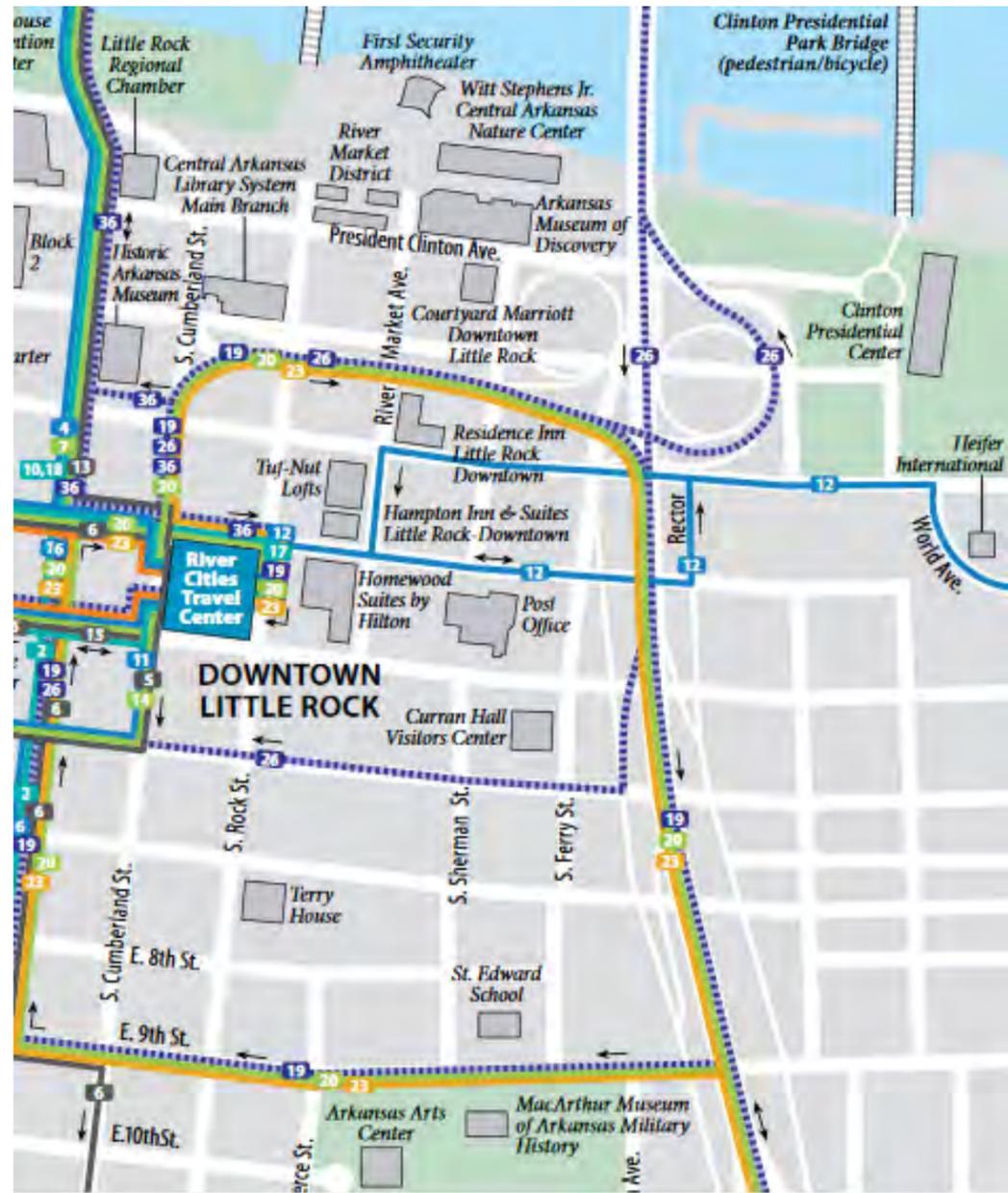


Figure 2. Current Rock Region Metro routes in the I-30 expansion corridor considered.

### Economy and Tourism

Tourism is critical to Little Rock’s economy. Last year, 6.4 million tourists visited Pulaski County, spending just under \$2 billion dollars (Table 1). The Clinton Presidential Library, Little Rock’s biggest tourist attraction, is responsible for the revitalization of the pedestrian-friendly Rivermarket District.<sup>8</sup> The Rivermarket District is where tourists spend much of that \$2 billion dollars (Fig. 3). A bike- and pedestrian-friendly Rivermarket area is important to maintain a place where tourists want to spend time and money. A welcoming corridor between the Clinton Library and Rivermarket is important to draw tourists into Rivermarket. Rivermarket is currently among the most bicycle- and pedestrian-friendly districts in Little Rock and the connection between the Clinton Library and Rivermarket is reasonably strong. The City intends to further strengthen bike-friendliness in Rivermarket by adding a bikeshare system and strengthen the connection between Rivermarket and the Clinton Library by adding bike share stations at each location.

COUNTY	TOTAL TRAVEL EXPENDITURES (DOLLARS)	TRAVEL-GENERATED PAYROLL (DOLLARS)	TRAVEL-GENERATED EMPLOYMENT (JOBS)	TRAVEL-GENERATED STATE TAX (DOLLARS)	TRAVEL-GENERATED LOCAL TAX (DOLLARS)	VISITORS (PERSON-TRIPS)
<b>HEART OF ARKANSAS</b>						
FAULKNER	130,734,929	24,080,623	1,189	7,803,516	2,187,348	527,643
LONOKE	42,753,676	7,117,777	334	2,561,224	737,942	163,033
PRAIRIE	6,372,999	963,216	51	392,794	145,507	25,397
PULASKI	1,950,350,869	368,694,513	13,786	74,252,067	33,335,438	6,412,681
SALINE	72,746,403	13,287,380	710	4,312,578	1,320,813	289,664
<b>TOTAL</b>	<b>2,202,958,875</b>	<b>414,143,510</b>	<b>16,070</b>	<b>89,322,179</b>	<b>37,727,048</b>	<b>7,418,418</b>

Table 1. Pulaski had over twice as many tourists than the next most visited county in AR (Garland).<sup>9</sup>

The I-30 expansion is going to radically increase vehicular traffic throughout the Rivermarket District (Fig. 1). It will also weaken the connection between the Clinton Library and the Rivermarket District through the increased traffic, increasing vehicular noise from I-30 overhead, and increasing the highway canopy under which pedestrians must walk. To avoid substantial harm to Little Rock’s economy, it is important that the I-30 expansion project include enhancements to bicycle and pedestrian infrastructure throughout the I-30 area of impact and particularly between the Clinton Library to Rivermarket greater than or equal to the negative impacts the project will have on these modes.

### Historical Sites

The I-30 expansion is in the immediate vicinity of significant historic properties as delineated in ArDOT’s constraints map seen in Figure 4. This map indicates the locations of several individual properties listed in the National Register of Historic Places as well as National Register listed Historic Districts. These cultural resources contribute to Little Rock’s attractiveness as a

<sup>8</sup> <http://www.arkansasbusiness.com/public/Clinton-Center-Impact-Analysis.pdf>

<sup>9</sup> [https://www.arkansas.com/userfiles/annual\\_report\\_2017/APT\\_34371\\_ECONOMIC\\_IMPACT\\_REPORT\\_FPO.pdf](https://www.arkansas.com/userfiles/annual_report_2017/APT_34371_ECONOMIC_IMPACT_REPORT_FPO.pdf)



Figure 3. Rivermarket's boundaries are very similar to the I-30 project's area of impact (Fig. 1).<sup>10</sup>

heritage tourism destination. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, the Federal Highway Department and ArDOT must seek ways to avoid, minimize and mitigate any adverse effects on historic properties, to include the built environment and archaeological resources. Consultation with the State Historic Preservation Office, Department of Arkansas Heritage, as well as identified consulting parties is ongoing. Every effort must be made to protect and not diminish their significant historic settings.

**Poverty and Transportation Equity**

Immediately south of the Rivermarket District is an extremely poor area of Little Rock (Fig. 5). Poverty in this neighborhood creates challenges for resiliency to the changes resulting from the I-30 expansion. Notably, over 25% of these households do not own cars (Fig. 6). All of this area is considered transit-accessible if allowing a ¼ mile buffer from all transit routes (Fig. 2 and Imagine Central Arkansas Fig. 4-20). Of course that ¼ mile between a bus route and a home is traveled on foot or by bike. Safety impacts caused by I-30 expansion induced increases in traffic volumes must be mitigated by increased investment in bicycle and pedestrian infrastructure. Anything less will result in the I-30 expansion project decreasing transportation equity in Little Rock.



Figure 4. The Constraints Map Central (CA0602) shown by ArDOT in the April 26, 2016 public meeting.

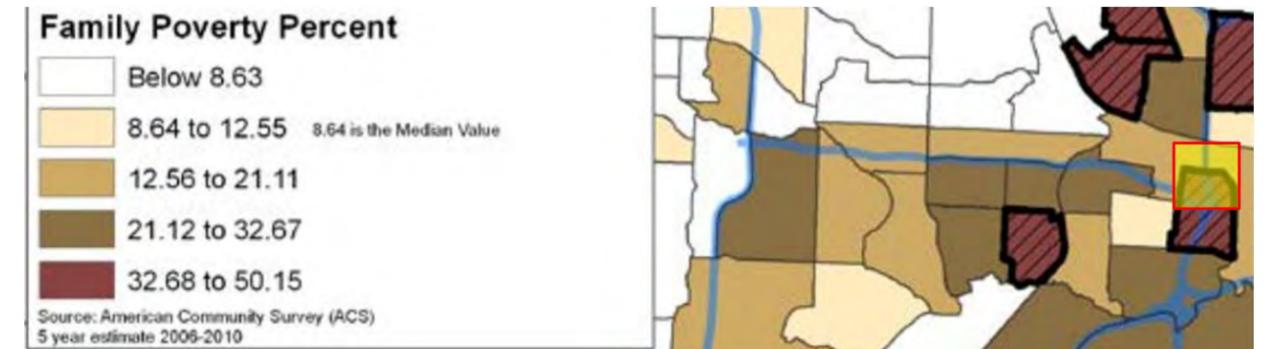


Figure 5. The majority of the I-30 corridor between the Arkansas River and I-630 (yellow highlight) is extremely poor. Imagine Central Arkansas Figure 4-15.

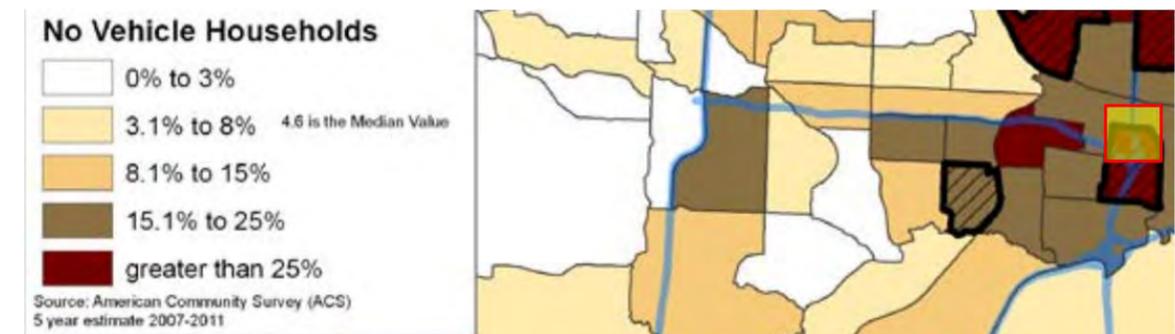


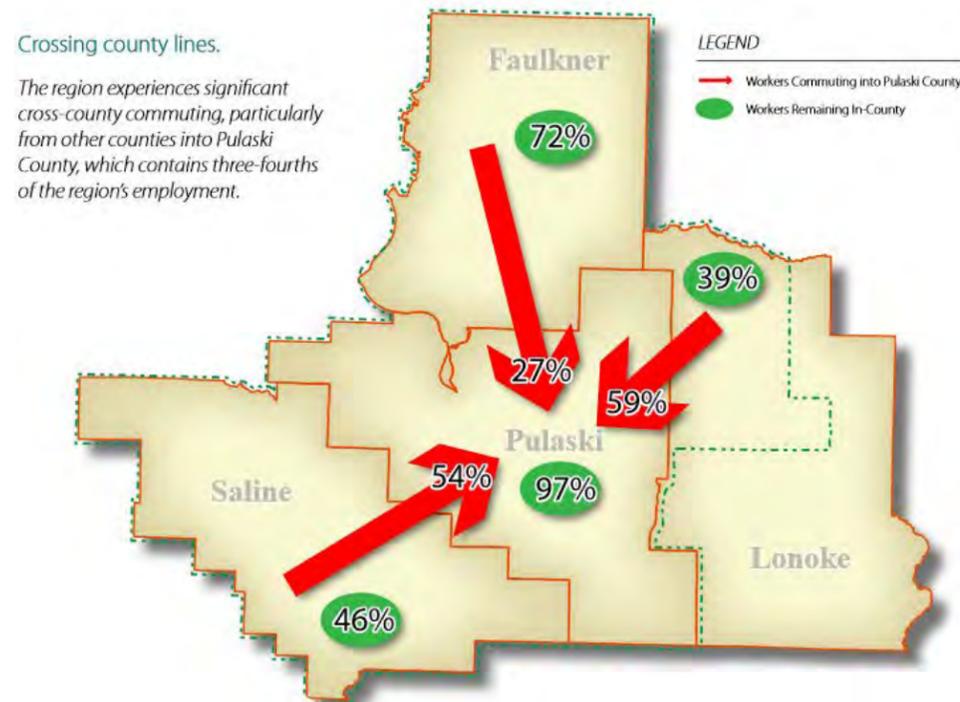
Figure 6. Over 25% of the households in the majority of the I-30 corridor between the Arkansas River and I-630 (yellow highlight) have no vehicles. Imagine Central Arkansas Figure 4-21.

<sup>10</sup> <https://www.rivermarket.info/maps>

### I-30 Creates Local Infrastructure Needs While Reducing Local Tax Base

Cross county commuting is already a significant problem in our area; residents in the Little Rock metro area on average travel 38.9 miles per day, the highest of the 52 metro areas in the CEOs for Cities program (Fig. 7).<sup>11</sup> Cross county commuters use and depend on Little Rock infrastructure during the day, but have limited financial contributions to that infrastructure because they reside outside the City. The City therefore already has a challenging burden to pay for infrastructure to support the residents of surrounding municipalities. The I-30 expansion project will incentivize cross country commuting (induced demand), increase vehicle miles traveled per day, further remove users of Little Rock’s infrastructure from financially contributing to it, and create a need to remake local streets to accommodate traffic patterns altered by I-30 expansion (Fig. 1).<sup>12</sup>

Because this project will both create the need for substantial changes to local infrastructure *and* take away the tax base from which the City can make those changes, all infrastructure costs associated with I-30 expansion, within and outside of ArDOT right of way, should be included in the I-30 construction budget. The financial burden to accommodate bicycle and pedestrian traffic modes, to avoid displacement by the I-30 expansion project, must be absorbed by the I-30 construction budget itself and not simply be left to the City following construction.



**Figure 7.** Many of Little Rock’s employees do not live and pay taxes within the City but do use and depend on the City’s infrastructure, creating an economic burden for residents.<sup>13</sup>

<sup>11</sup> <http://www.metroplan.org/sites/default/files/media/longRangePlan/2014-12-ICA-AppendixI-LivabilityIndex.pdf>

<sup>12</sup> Duranton, G. and M.A. Turner. 2011. The fundamental law of road congestion: Evidence from US Cities. *American Economic Review*, 101(6): 2616-52

<sup>13</sup> [http://metroplan.org/sites/default/files/media/longRangePlan/LongRangePlan\\_June-2017.pdf](http://metroplan.org/sites/default/files/media/longRangePlan/LongRangePlan_June-2017.pdf), pg. 33

### Quapaw Quarter Recommendations

#### Pedestrian Considerations – General

As discussed above, severely increased vehicular traffic volumes on Little Rock city streets will marginalize other transportation modes (pedestrians, bicycles, and transit), inconsistent with our legislated Complete Streets approach to transportation, unless the project makes substantial investments in those modes in the area of impact. Because this project will insert heavy traffic volumes into a region with existing high pedestrian volumes and large numbers of tourists unfamiliar with navigating this specific streetscape, it is important that ArDOT be willing to go beyond the minimum requirements when considering accommodations for vulnerable road users.

Sidewalks should be present on both sides of all streets within the I-30 area of impact unless otherwise noted. These sidewalk corridors are assumed and therefore not always included in the diagrams below. Where existing sidewalks will be retained, their current width and placement is sufficient unless the sidewalk is narrower than 5 ft. wide with a 5 ft. (or wider) greenspace buffer or 6 ft. wide curbside, in disrepair enough so as not to allow wheelchair passage, or unless otherwise noted. However, where sidewalks will be removed or do not currently exist, sidewalks should be constructed at least 6 ft. wide with at least a 5 ft. buffered greenspace when right of way allows. If sidewalks must fall outside of ArDOT right of way to create adequate greenspace and sidewalk width, the project should make a good faith effort to obtain the necessary right of way. Traffic light post, signage, or other obstructions should not be placed within the sidewalk corridor or otherwise block pedestrian movement. All pedestrian infrastructures should meet or exceed ADA requirements.

Controlled pedestrian crossings should include pedestrian signals, traffic signal enhancements (i.e. countdown), extended (on-demand) phases allowing disabled pedestrians time to cross, ADA compliance, right turn restrictions where possible, advanced stop lines, crosswalk visibility enhancements, raised crosswalks (where appropriate), and leading pedestrian intervals.<sup>14</sup> Uncontrolled pedestrian crossings should include all possible treatments in FHWA’s Safe Transportation for Every Pedestrian program, including strong overhead lighting.<sup>15</sup> Because of the volume of pedestrians and vehicles co-existing in this space, ArDOT’s construction budget should make every reasonable countermeasure to increase pedestrian safety and comfort within the area of impact, consistent with ArDOT’s Toward Zero Deaths program.<sup>16</sup>

#### Bicycle Considerations – General

ArDOT should also make substantial investments to retain the bicycle as a safe and viable transportation mode in the area of impact. ArDOT should be willing to go beyond minimum guidelines to mitigate the project’s impact. Conventional bike lanes wider than 5 ft. should be

<sup>14</sup> <https://nacto.org/publication/urban-street-design-guide/intersections/>

<sup>15</sup> [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/step.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)

<sup>16</sup> <http://www.pedbikesafe.org/PEDSAFE/countermeasures.cfm>

considered whenever possible, as AASHTO guidelines suggest when traffic volumes are high (a condition the I-30 project will create on local roads within the area of impact) or when the bicycle mode is particularly important (as it is in our downtown area). More current and protective NACTO and FHWA guidelines, including guidelines for buffered and protected bike lanes, should be consulted and these facilities considered, to increase bicycle safety and comfort in the face of higher traffic volumes.<sup>17,18</sup> ArDOT should be willing to make these investments to mitigate the project’s impact in the area of impact on the safety, health, and economy of Little Rock (Fig. 1).

The only bike lanes currently installed in downtown Little Rock are on Lafayette and Main Streets. The viability of a bike as a transportation mode in the downtown area currently depends on a dense street network with little vehicular traffic. I-30 will substantially increase traffic on many of our downtown streets (Fig. 1). Unless ArDOT makes a serious effort to accommodate bikes downtown in the I-30 expansion budget, higher vehicular volumes will push out this mode and cripple our bikeshare program. I-30 expansion will require an effective bike network to be **denser** than proposed on our Master Bike Plan; increased traffic will make people less willing to bike off of streets with bike lanes to connect origins and destinations. Bike lanes must be **higher quality** than a 5 ft. conventional bike lane to create better separation between vehicles and higher traffic volumes. Current research clearly shows that protected bike lanes have a strong effect to promote ridership while conventional bike lanes do not.<sup>19</sup> This is especially true for the downtown area, where risk averse tourists and downtown employees will not use conventional bike lanes in mass but would use protected bike lanes and sidepaths.<sup>20</sup> Bike lanes must create a more complete, interconnected **network** of bicycle facilities so that users can better link origins to destinations. FHWA has outstanding resources to evaluate networks and identify high-impact connections.<sup>21,22</sup>

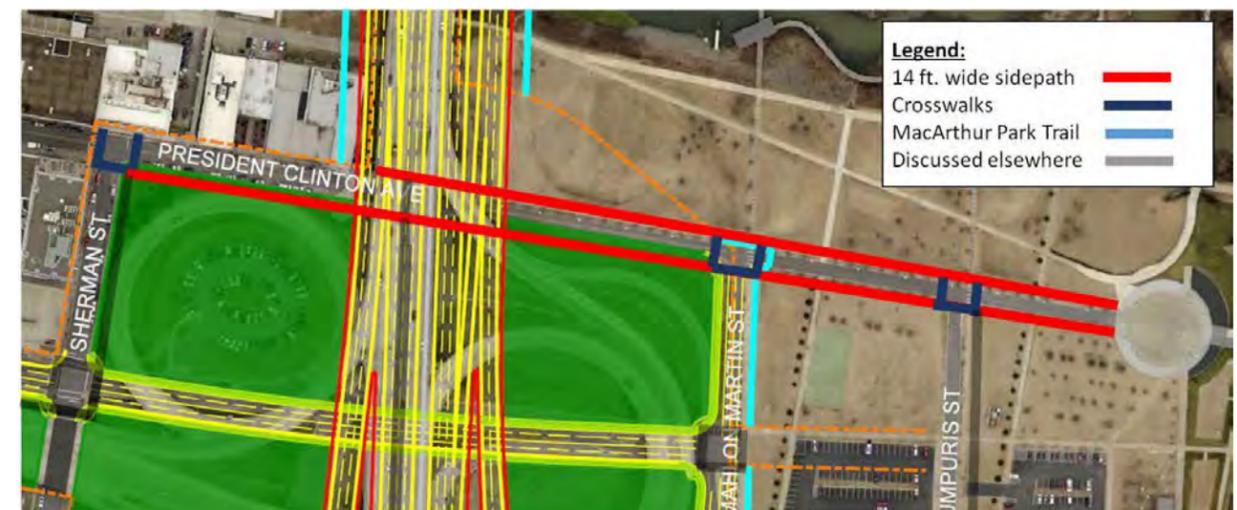
**President Clinton Ave. Undercrossing and Corridor**

As discussed above, the connection between the Clinton Library and the Rivermarket District is vital to Little Rock’s economy. The I-30 expansion negatively impacts this connection via an expanded highway canopy and increased vehicular traffic. ArDOT should mitigate the effects of the project by creating a safe, welcoming corridor along President Clinton Ave (Fig. 8). Widening the current sidewalks to 14 ft. shared use sidepaths between the Clinton Library and Rivermarket would serve three important functions: 1) The sidepath on the north side of President Clinton Ave. would retain a strong corridor between the Clinton Library and Rivermarket. 2) The sidepath on the south side of President Clinton Ave. would link the Arkansas River Trail to the 2<sup>nd</sup> St. corridor (below) and the MacArthur Park Trail (below). 3)

<sup>17</sup> <https://nacto.org/publication/urban-bikeway-design-guide/>  
<sup>18</sup> [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/page00.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm)  
<sup>19</sup> e.g. [https://nacto.org/wp-content/uploads/2016/07/NACTO\\_Equitable\\_Bikeshare\\_Means\\_Bike\\_Lanes.pdf](https://nacto.org/wp-content/uploads/2016/07/NACTO_Equitable_Bikeshare_Means_Bike_Lanes.pdf), pg. 6  
<sup>20</sup> <https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>  
<sup>21</sup> e.g. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/multimodal\\_networks/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/)  
<sup>22</sup> e.g. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/multimodal\\_connectivity/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_connectivity/)

These sidepaths would increase the functionality of a bikeshare station at the Clinton Library to bring visitors to Rivermarket (northside) and MacArthur Park (southside). Streetscaping along these sidepaths, would provide placemaking to lessen the impact of increased traffic volumes on the aesthetic, comfort, and use of this corridor. Greenspace buffers should be retained between the sidepaths and the streets. All pedestrian considerations discussed in “Pedestrian Considerations – General” should be provided.

While east of Mahlon Martin St. is outside of the I-30 easement, the sidepaths are needed to mitigate the effects of the I-30 project and maintain a strong bicycle and pedestrian corridor along this street. We would also encourage changing the geometry of the Rivermarket access road, extending the curbs to create a more right angled intersection and decrease the crosswalk distance (Fig. 9).



**Figure 8.** A generous investment in bicycle and pedestrian infrastructure and landscaping along President Clinton Ave. will keep Clinton Library visitors coming to Rivermarket by foot and bikeshare.



**Figure 9.** The intersection of the Rivermarket access street President Clinton Ave. should be narrowed as much as possible to shorten the crosswalk and make it more welcoming to bicyclists and pedestrians. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 6:09.

**2<sup>nd</sup> St. Undercrossing and Corridor**

The Master Bike Plan calls for bike lanes on 3<sup>rd</sup> St. (Fig. 10), however this would create operational difficulties and safety concerns for bikes and cars given the intention of the flow of traffic from eastbound 3<sup>rd</sup> St. to northbound I-30 (Fig. 11). It would also almost certainly require 3<sup>rd</sup> St. to be widened, given the street’s 42 ft. width, the now 11,000 projected ADT, and the trolley tracks. This widening may be even more complicated and expensive given the need to maintain the trolley tracks on either side of 3<sup>rd</sup> St.

This could be an opportunity for Little Rock to decrease ArDOT’s expenses on this aspect of the project to facilitate resources going into other bicycle and pedestrian infrastructure. Instead of reconstructing 3<sup>rd</sup> St. to create width for bike lanes, ArDOT could create similar connectivity by constructing a 14 ft. wide trail along the south side of President Clinton Ave. (discussed above), along Sherman from President Clinton Ave. to 2<sup>nd</sup> St., along 2<sup>nd</sup> St. from Sherman to Cumberland, and along Dean Kumpuris St. from President Clinton Ave. to 3<sup>rd</sup> St. (Fig. 12). Sidewalks should be present on both sides of 2<sup>nd</sup> St. and all sidestreets within the right of way (Mahlon Martin St., Sherman St., Rivermarket, and Cumberland). All pedestrian considerations discussed in “Pedestrian Considerations – General” should be provided.

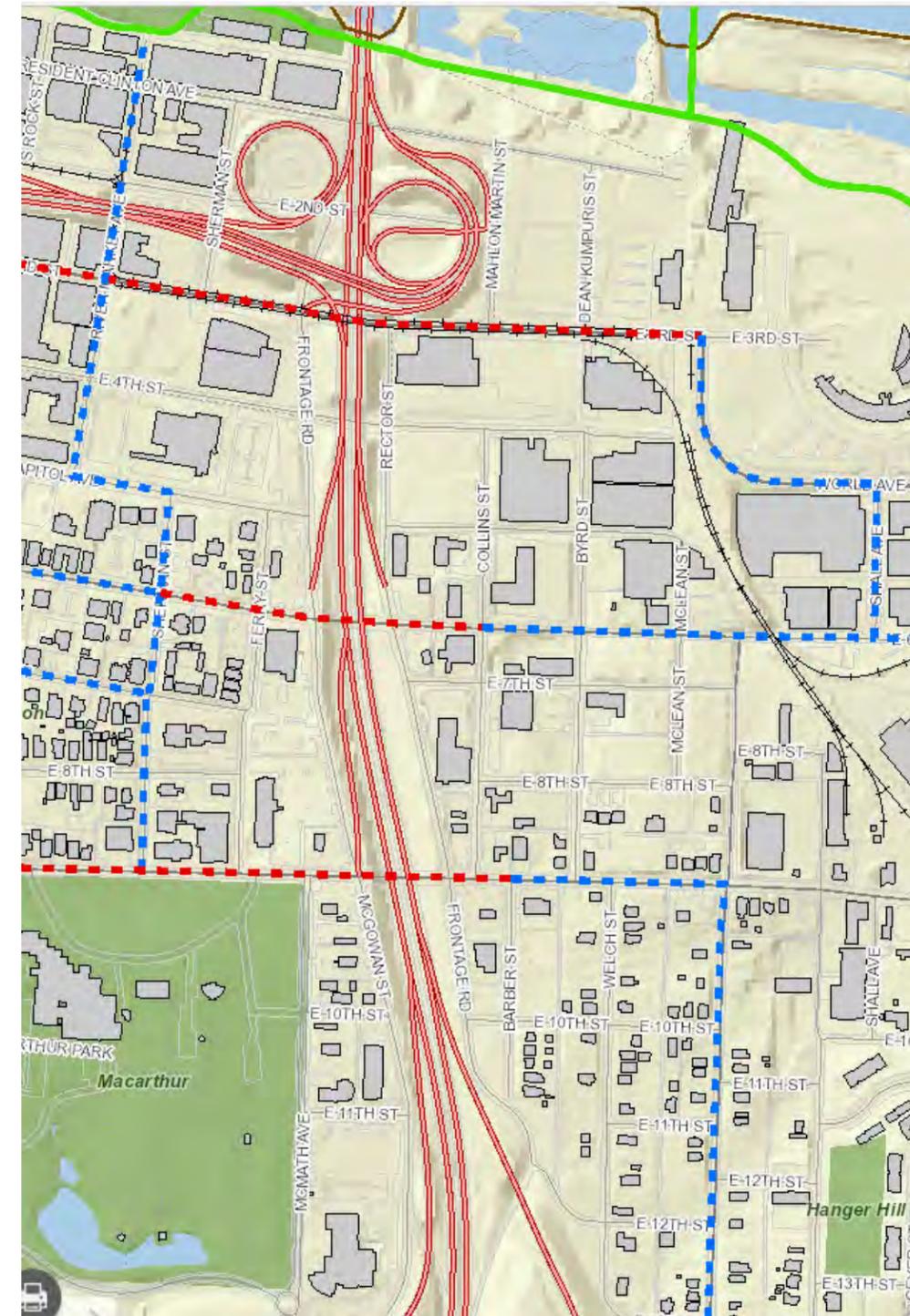
Please note the ambiguity described in the “3<sup>rd</sup> Street Undercrossing” section below. Though this group may have a current street layout (e.g. Fig. 1), if traffic flow differs from the video presentation (e.g. Fig. 8), we may not fully grasp how traffic is meant to flow. If the video does not reflect current proposed traffic patterns, our recommendations, including the removal of the 3<sup>rd</sup> St. bike lanes, may change.

**3<sup>rd</sup> Street Undercrossing**

As proposed above, the 2<sup>nd</sup> St. corridor could substitute for bike lanes on 3<sup>rd</sup> St. (Figs. 8 & 12), but 3<sup>rd</sup> St. will remain an important pedestrian corridor. It links a pedestrian-friendly area around the intersection of 3<sup>rd</sup> and Rivermarket Ave. to Heifer International and the Clinton School of Public Service. The north side of 3<sup>rd</sup> St. may have fewer vehicular conflicts (i.e. no conflict of the horseshoe exit from southbound I-30 onto 3<sup>rd</sup> St.) and has more space with which to construct a pedestrian corridor. While we recommend retaining the 6 ft. wide sidewalk on the south side of 3<sup>rd</sup> St., we recommend creating an 8 ft. wide sidewalk with a 10 ft. wide greenspace on the north side of 3<sup>rd</sup> St. between Sherman and Mahlon Martin St. so that the engineering encourages pedestrians to travel on the safer side of the street when possible. All pedestrian considerations discussed in “Pedestrian Considerations – General” should be provided.

The alignment of the Mahlon Martin St. and 3<sup>rd</sup> St. intersection shown in the ArDOT video (Fig. 11) does not match the alignment shown in the ArDOT diagram (Fig. 13). If the video is instructive, it suggests vehicular conflicts are more pronounced on the south side of the 3<sup>rd</sup> St. and Mahlon Martin St. intersection relative to the north side, underscoring the need for an 8 ft. sidewalk on the north side of 3<sup>rd</sup> St. If the intersection alignment is as shown in Fig. 13, we do

not know how traffic will flow, and we do not have the information needed to be confident in any 3<sup>rd</sup> St. recommendation, including removing bike lanes in favor of the 2<sup>nd</sup> St. corridor.



**Figure 10.** Master Bike Plan in the I-30 corridor between the Arkansas River and I-630.<sup>23</sup>

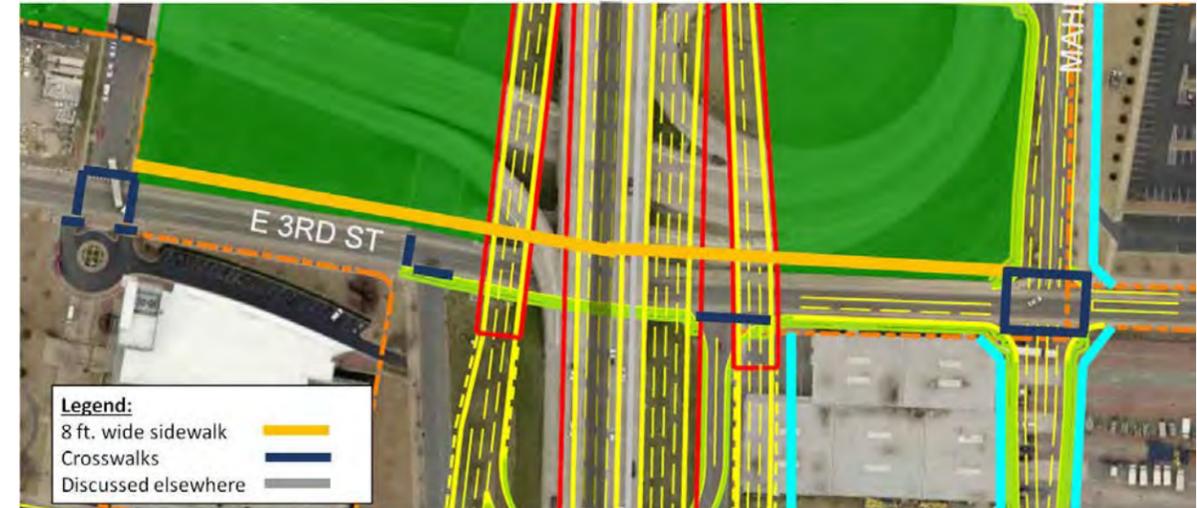
<sup>23</sup> [http://maps.littlerock.state.ar.us/webapps/LR\\_Transportation\\_Plans\\_Viewer/](http://maps.littlerock.state.ar.us/webapps/LR_Transportation_Plans_Viewer/)



**Figure 11.** The flow of traffic turning onto Mahlon Martin St. from eastbound and westbound 3<sup>rd</sup> St. complicate bicycle or pedestrian crossing of Mahlon Martin St. on the southside of 3<sup>rd</sup> St. Note too the lack of an ADA-compliant ramp on the south side of the sidewalk, the lack of a crosswalk, and the traffic light impeding the sidewalk corridor on the north side. We would discourage these design elements. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtOTJjch3IX>, Minute 3:17.



**Figure 12.** 2<sup>nd</sup> Street corridor could create similar connectivity to 3<sup>rd</sup> St. bike lanes but with less expense, operational difficulties, and safety concerns for all users.



**Figure 13.** The north side of 3<sup>rd</sup> St. appears to be a safer corridor for pedestrians. An 8 ft. wide sidewalk on the north side would encourage pedestrians to use that side when possible, increasing corridor safety. Note the alignment of the Mahlon Martin St. and 3<sup>rd</sup> St. intersection shown here does not match the alignment shown in the video (Fig. 8).

#### **4<sup>th</sup> Street Undercrossing and Corridor**

The video appears to indicate that there will be no sidewalk facility on the north side of 4<sup>th</sup> St. (Fig. 14). If the current iteration of the design includes a similar vehicular traffic flow as Fig. 11, we support removing pedestrians from the north side of 4<sup>th</sup> St. However that underscores the need for a strong pedestrian corridor (sidewalks and crossings) on the south side of 4<sup>th</sup> St. The video seems to indicate a wide pedestrian space on the south side of 4<sup>th</sup> St. underneath I-30 but does not show crosswalks (Fig. 15). In addition, any road reconstruction on 4<sup>th</sup> St. west of I-30 must have strong sidewalk corridors on both sides of the street (Fig. 16). Rock Region Metro’s regional transit hub is on 4<sup>th</sup> St. between Rock and Cumberland (Fig. 2). Transit depends on strong pedestrian accessibility; strong sidewalk corridors along 4<sup>th</sup> St. are essential for keeping transit viable as the I-30 project causes traffic counts to increase 6 fold on 4<sup>th</sup> St.

#### **6<sup>th</sup> Street Overpass**

The Master Bike Plan calls for bike lanes on 6<sup>th</sup> Street from Sherman to Collins as the only I-30 crossing bicycle route to extend almost all the way to the airport and link to the Southeast Trail (Figs. 10 and 17). We would like the overpass to have 8 ft. wide sidewalks and 6 ft. bike lane from center stripe to curb face. Sidewalks on an overpass should be wider than alongside a typical street because the user has no way to move aside the corridor on either side (railing on one side, curb and traffic on the other). These sidewalks will serve an additional function of connecting brewpubs and restaurants in an emerging district on the east side of I-30 with downtown Little Rock and the MacArthur Park Trail on the west side of I-30. Strong bicycle and pedestrian options are also necessary here to offer transportation equity to an impoverished neighborhood where many of the households do not own an automobile (Figs. 5 & 6).

The Master Trail Plan also proposes a trail that runs along 3<sup>rd</sup> St. (Fig. 20); this route is no longer viable with traffic movements on 3<sup>rd</sup> St. A strong bicycle and pedestrian corridor on the 6<sup>th</sup> St. overpass, coupled with the MacArthur Park Trail with 6<sup>th</sup> St. accessibility via the western Capital Ave. ramp, could provide an alternate route to the corner of 6<sup>th</sup> and Collins and the proposed trail on the Master Trail Plan could resume (Fig. 20).



**Figure 14.** Sidewalks are not proposed north of 4<sup>th</sup> St. under I-30. Given the traffic pattern shown in the video, we concur this is not a place for pedestrians. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtOTJjch3IX>, Minute 3:37.

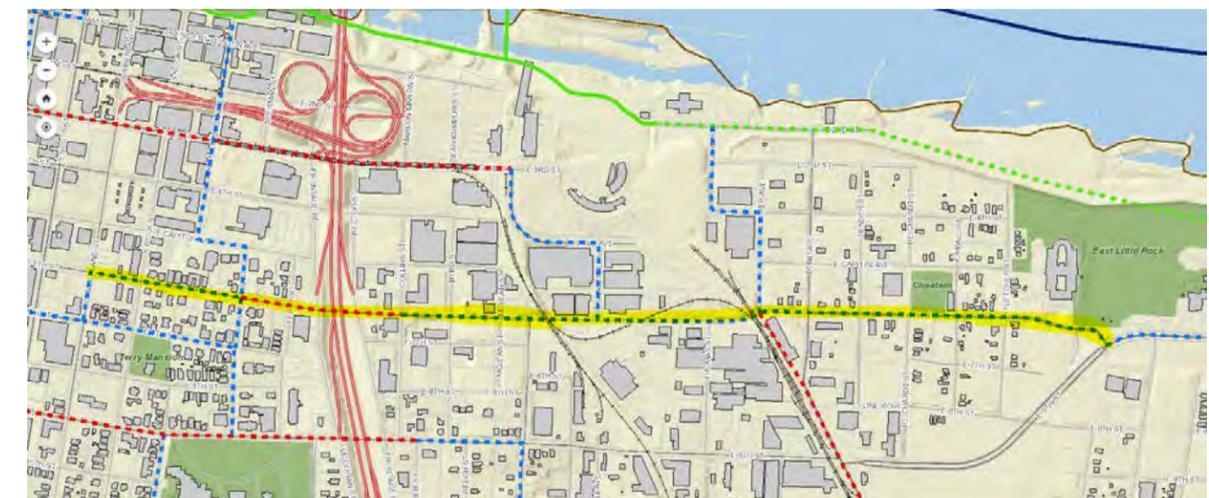


**Figure 15.** While we concur that pedestrians should not be north of 4<sup>th</sup> St. under I-30, 4<sup>th</sup> St. should have a pedestrian corridor along 4<sup>th</sup> St. on its south side.

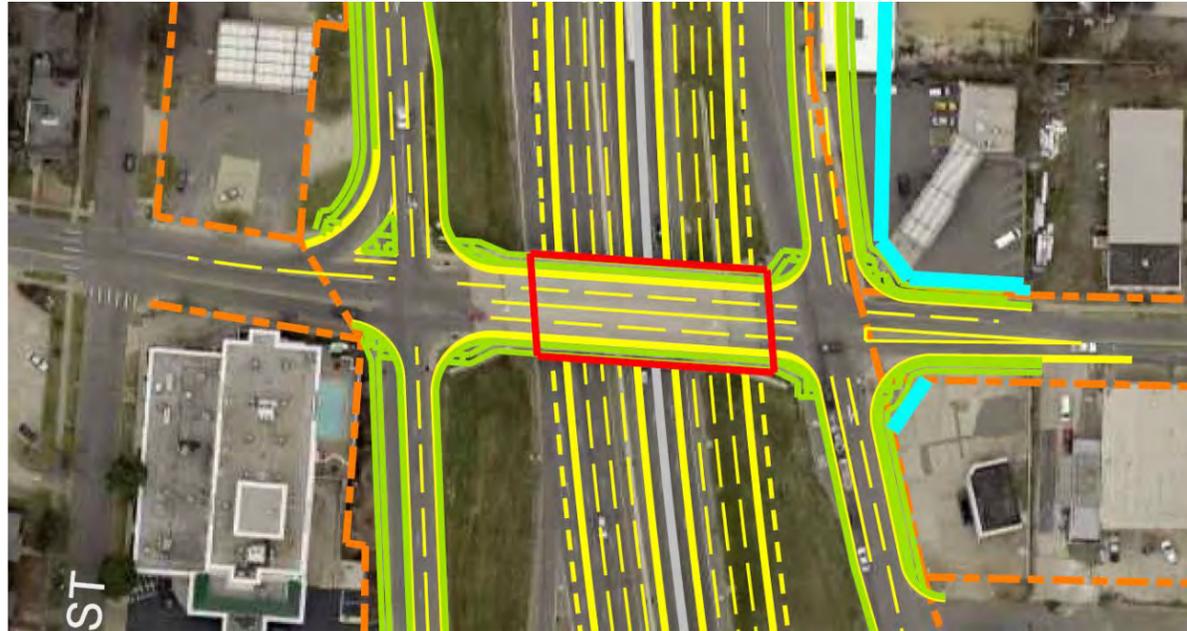


**Figure 16.** The decision to keep pedestrians off of the north side of the 4<sup>th</sup> St. underpass seems appropriate, but a strong pedestrian corridor on the south side of the 4<sup>th</sup> St. underpass and on both sides of 4<sup>th</sup> St. west of I-30 is critical for pedestrian mobility and for Rock Region Metro.

We understand that bike lane minimum width is 5 ft. from curb face to the center stripe, but AASHTO recommends wider widths in areas of high vehicular traffic or speeds or when bike lanes will see heavy use. Because of the complex turning movements onto and off of the 6<sup>th</sup> St. overpass, and because bike commuters will use these lanes to connect to the emerging 6<sup>th</sup> St. District and the Southeast Trail, we request that a 6 ft. conventional bike lane be installed (Fig. 17). A conventional 6 ft. bike lane would not be as expensive to implement as a buffered or protected bike lane, but would offer users an additional foot of space of separation from vehicles as all users navigate the complex turning movements of this overpass.



**Figure 17.** 6<sup>th</sup> Street is a longer continuous corridor east than 3<sup>rd</sup> or 9<sup>th</sup> St. and therefore may be used more often by long distance commuters living east of downtown or recreational riders accessing the Southeast Trail. Yellow highlight shows the continuous east-west corridor depending on the 6<sup>th</sup> St. overpass.



**Figure 18.** Collector and distributor lanes will create complex turning movements onto and off of 6<sup>th</sup> St. Bike lanes one foot wider than minimum guidelines will allow people on bikes slightly more clearance as all modes negotiate movements through this space.

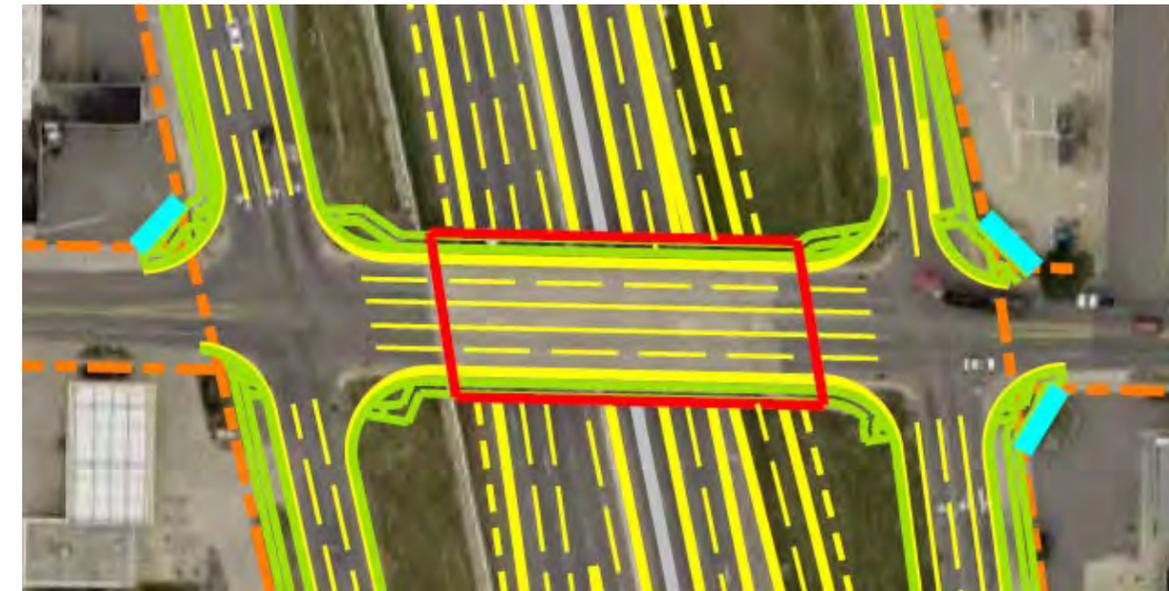
### **9<sup>th</sup> Street Overpass**

The Master Bike Plan calls for bike lanes on 9<sup>th</sup> Street from Main to Barber, creating regional connectivity through existing bike lanes on Main St. and proposed routes on Commerce and College Streets and locally connecting Hanger Hill to MacArthur Park (Fig. 10). Like 6<sup>th</sup> St., we would recommend the overpass have 8 ft. wide sidewalks and 6 ft. bike lane from center stripe to curb face.

The need for 8 ft. sidewalks is similar to 6<sup>th</sup> St. There is no space for pedestrians to navigate off of the sidewalk corridor, so a wide corridor helps users feel safe even when passing each other. Yet another reason for wide sidewalks is the important connection between the Hanger Hill neighborhood and MacArthur Park. Little Rock is part of the 10 minute walk campaign.<sup>24</sup> Through the campaign, we have committed to the goal of creating safe and comfortable pedestrian access to a park no more than a 10 minute walk (1/2 a mile) from any residence. Creating a strong pedestrian corridor from Hanger Hill to MacArthur Park will be an important step in achieving this goal. Strong bicycle and pedestrian options are also necessary here to offer transportation equity to an impoverished neighborhood where many of the households do not own an automobile (Figs. 5 & 6).

Ninth St. needs 6 ft. bike lanes for some of the same reasons 6<sup>th</sup> St. does. The collector and distributor lanes create high volume, complex turning movements onto and off of the 9<sup>th</sup> St. overpass, especially during Dassault Falcon Jet shift changes. An extra foot of space is

inexpensive relative to more protective bicycle facilities like buffered and protected bike lanes, but will offer someone on a bike a bit more separation from vehicles as all users navigate this space. The proposed 9<sup>th</sup> St. bike route, while shorter than the 6<sup>th</sup> St. route, is also stronger (including bike lanes to Main St., Fig. 10). This route will see greater use by riders who are less tolerant of using the same road space as vehicles.



**Figure 19.** The complex turning movements on this overpass will create additional safety concerns for people crossing the overpass on a bicycle. An extra foot of lane space will create greater separation.

### **MacArthur Park Trail**

Our Master Trail Plan includes a shared-use trail from Rivermarket to MacArthur Park, both to create a transportation corridor linking Rivermarket, the Rock Region Metro Transit Hub, the 6<sup>th</sup> St. District, the MacArthur Park Historic District, Hanger Hill, and SOMA and to increase visitation to MacArthur Park as part of an expanded tourist corridor (Fig. 16). The route proposed in the Master Plan includes uncontrolled crossings at 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets as the proposed trail route runs between the Axiom Building/USPS and Frontage Rd. This is a viable route when 2<sup>nd</sup> St. has 2,800 ADT, 3<sup>rd</sup> St. has 4,000 ADT, and 4<sup>th</sup> S. has 2,100 ADT but will no longer be viable after the I-30 expansion when 2<sup>nd</sup> St. has 13,000, 3<sup>rd</sup> St. has 11,000 ADT and 4<sup>th</sup> St. has 12,000 ADT (Fig. 20). HAWK signals at 2<sup>nd</sup> and 3<sup>rd</sup> Streets could increase safety somewhat, but they would be far from ideal for any user. HAWK signals would affect the operations of these streets for motorists. Crossing three high traffic volume streets in as many blocks, even with HAWK signals, would not create an attractive corridor for people on bike or on foot.

### **Trail Concept Overview**

The I-30 expansion project makes the trail, as originally conceived, unsafe for all traffic modes (Figs. 20 and 21); however, it may also provide an opportunity to create a trail achieving similar

<sup>24</sup> <https://www.10minutewalk.org/>

goals. To create this connectivity in the context of the I-30 expansion, we propose to use I-30's structure itself, constructing an 18 ft. wide trail to MacArthur Park within the I-30 corridor airspace (Fig. 22). A bicycle and pedestrian bridge could start along the southern President Clinton Ave. sidepath and either use the structure of the I-30 columns, the C/D columns, or independently rise over 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets (Figs. 22-24). Immediately south of 4<sup>th</sup> St, when I-30 transitions from column-supported to grounded, the trail could also transition to ground, and run between the I-30 retaining wall and the C/D to a vehicle-free connection to MacArthur Park. Capitol Ave. access on both sides of I-30 is important for this trail to serve a transportation function.

30 Crossing will create higher traffic volumes on 9<sup>th</sup>, 6<sup>th</sup>, Capital, and especially 4<sup>th</sup>, 3<sup>rd</sup>, and 2<sup>nd</sup> Streets (Fig. 1). Attention has been given to how to make these east-west streets safer for bicyclists and pedestrians, but these streets also represent more formidable barriers for residents in the MacArthur Park Historic District and Hanger Hill to travel north to job/amenities in Rivermarket and all destinations accessible via the Arkansas River Trail (Fig. 25). The poverty and frequency of carless households in these areas makes creating a safe north-south corridor particularly important for transportation equity (Figs. 5 & 6). The MacArthur Park Trail would go a long way to mitigating I-30 Crossing's impact on carless north-south transportation and would add to the utility of east-west bicycle and pedestrian corridors, particularly 9<sup>th</sup>, 6<sup>th</sup>, 2<sup>nd</sup>, and President Clinton Ave.

In order for this trail to be completed, it must be done within the context of the greater I-30 project. Seeking grant funding to "add on" this trail at some late date will be unlikely to succeed. All stakeholders would have to agree to use the airspace after the expansion was completed. The design would not account for this trail, making retrofitting challenging at best. Agreeing in principle to seek completion of this trail sometime after the completion of the I-30 Crossing is not sufficient because it is not realistic.

North-south trail connectivity in this area has been extensively considered in the process of creating the Master Trails Plan; there were no other reasonable alternative routes at that time. The I-30 expansion project will make the route proposed in the Master Trails Plan unsafe. This is the only available trail route in the context of I-30 Crossing and this is the only realistic time to implement it.

This group has no wish to restrict the visioning of bids; as long as the trail creates a safe, comfortable, and direct connection from President Clinton Ave. to MacArthur Park, minimizing grade changes, with Capitol Ave. access east and west of I-30, and minimizing or preferably eliminating interactions with vehicular traffic, we would be satisfied. Further discussion is meant to clarify the concept; alternative designs would be welcomed.

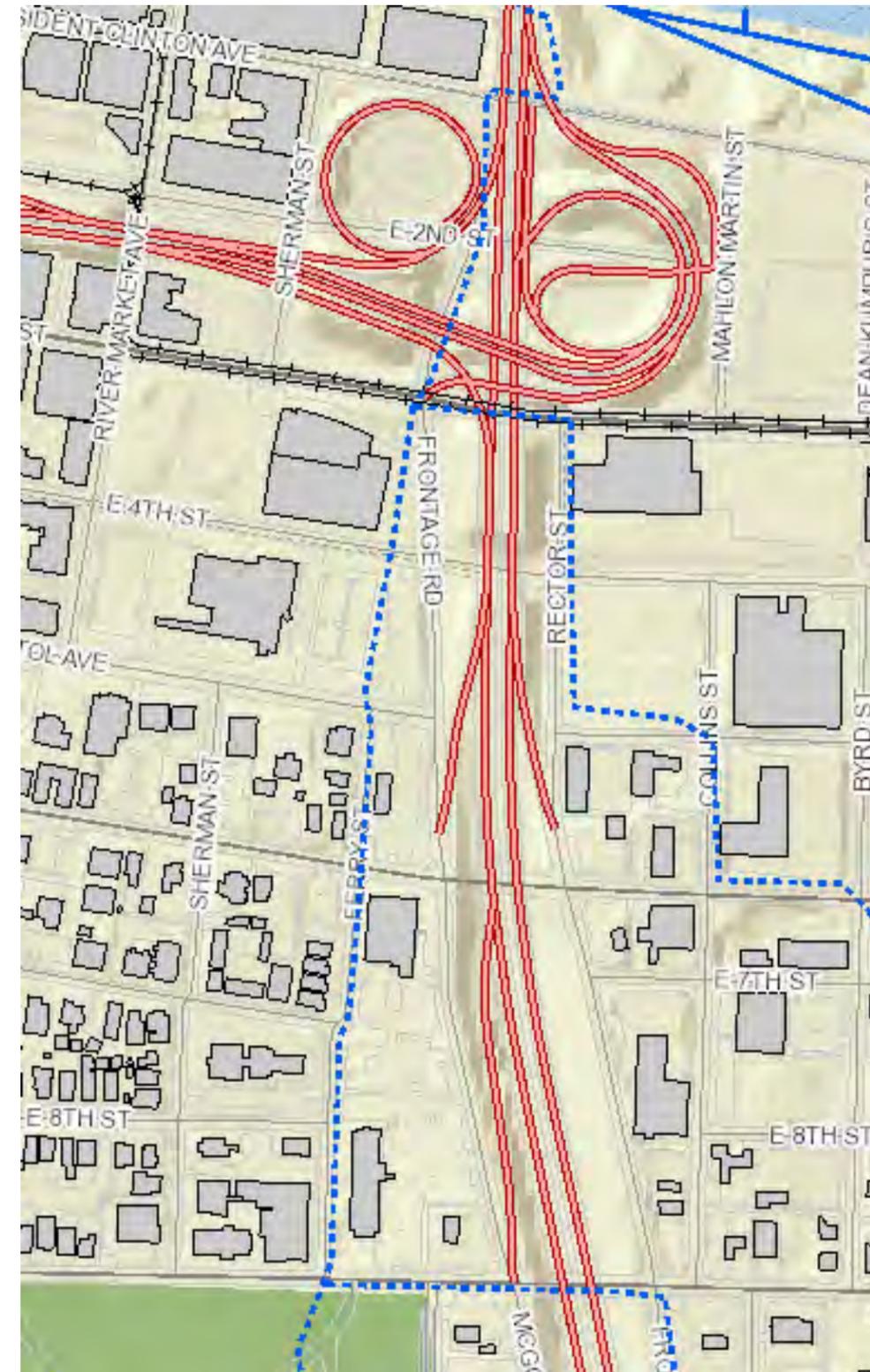


Figure 20. The City's Master Trail Plan proposed trail connection from Rivermarket to MacArthur Park.<sup>25</sup>

<sup>25</sup> [http://maps.littlerock.state.ar.us/webapps/LR\\_Transportation\\_Plans\\_Viewer/](http://maps.littlerock.state.ar.us/webapps/LR_Transportation_Plans_Viewer/) (Master Trail Plan layer)



**Figure 21.** The MacArthur Park Trail (blue line), as proposed in the Master Trail Plan (Fig. 16), superimposed with the I-30 infrastructure and changes to ADT. Red circles denote traffic conflicts, several of which would be uncontrolled crossings.



**Figure 22.** The new proposed MacArthur Park Trail route (blue line).



**Figure 23.** An example of a raised shared-use trail independently running alongside a raised highway structure. The structure we propose is not nearly as grand, running four city blocks. MoPac Bicycle Bridge in Austin, TX.



**Figure 24.** An example of a trail suspended beneath a highway structure. The Belle Isle Pedestrian Bridge, Richmond VA (<https://www.rvariverfront.com/trails/belleisle.html>).

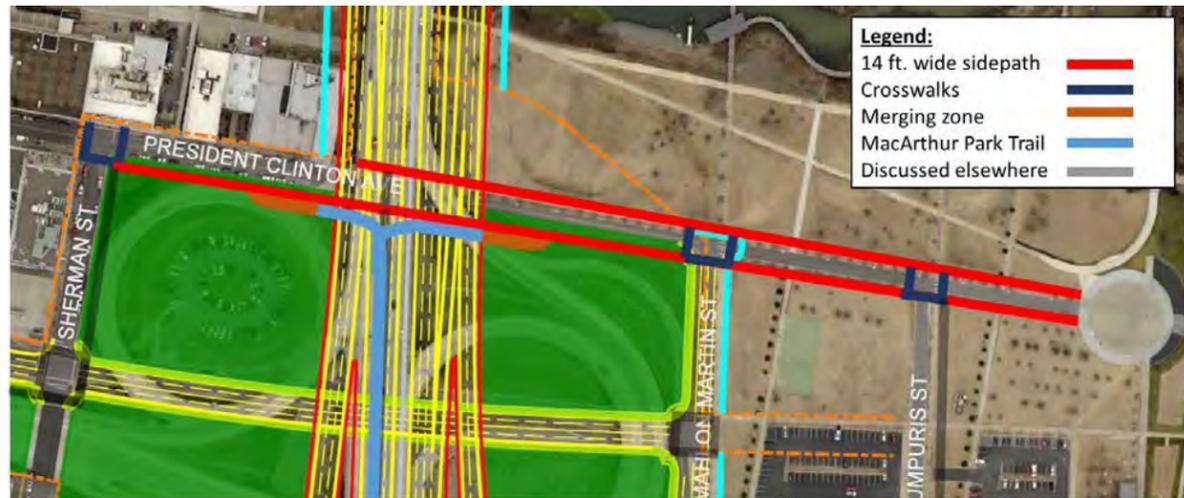


**Figure 25.** The MacArthur Park Trail would provide access to some of Little Rock's most visited destinations. Without the MacArthur Park Trail, bicycle and pedestrian accessibility to these destinations would suffer as a result of the I-30 project.

**Between President Clinton Ave. and 2<sup>nd</sup> Street**

There are just over 300 ft. between Clinton and 2<sup>nd</sup> St. under the I-30 corridor. In order to achieve a height of 18 ft. over 2<sup>nd</sup> St. at an ADA maximum 5% grade, ramps would start along President Clinton Ave. just south of the sidepath and run parallel to President Clinton Ave. approximately 80 ft. before joining to the main MacArthur Park Trail running north-south under the I-30 bridge (Fig. 26). An at-grade merging zone would provide a safe area for bicyclists to decelerate from

the ramp, evaluate bicycle and pedestrian traffic on the sidepath, and merge onto it or establish themselves as climbing the ramp.



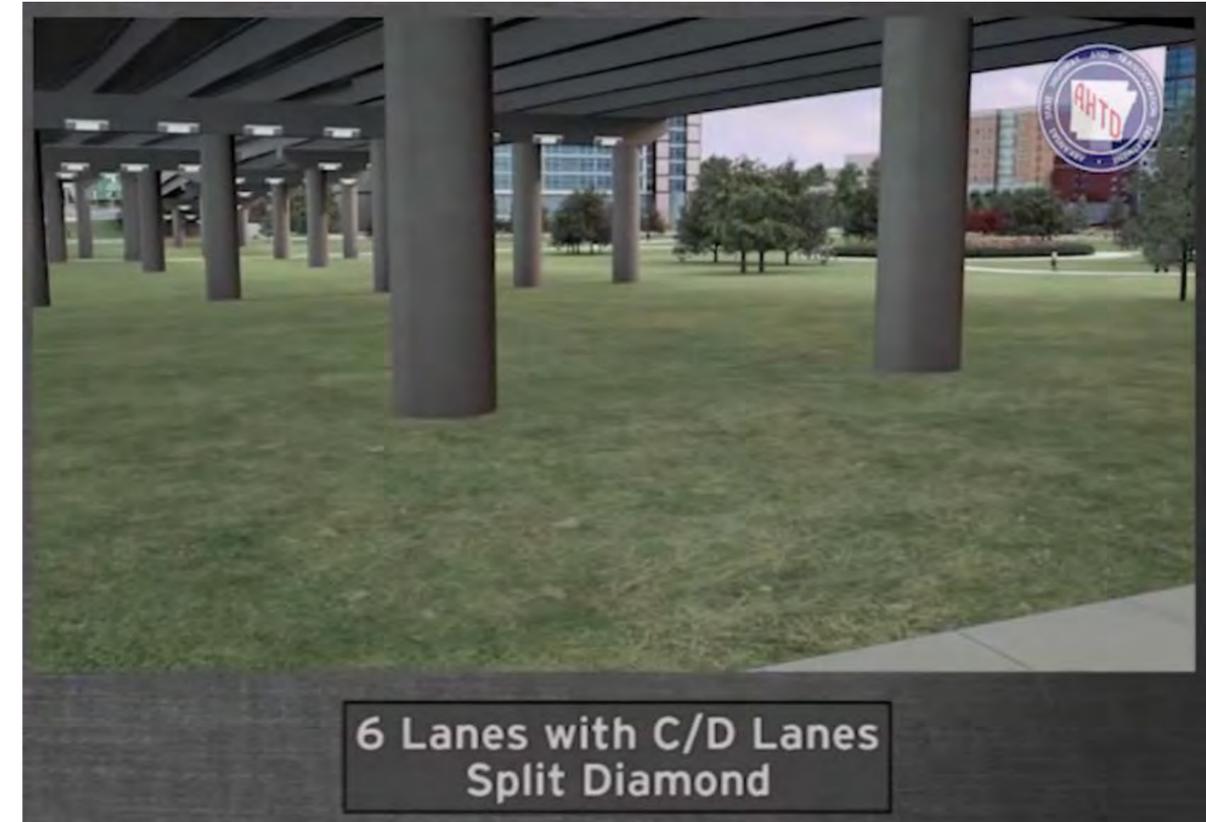
**Figure 26.** The northern terminus of the MacArthur Park Trail will merge onto the southern President Clinton Ave. sidepath.

**Between 2<sup>nd</sup> and 4<sup>th</sup> Streets**

The trail will be at least 18 ft. above 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets to avoid vehicular clearance concerns on those streets. The trail could be located in the middle of the I-30 main corridor (especially if that would be relatively quiet) and emerge to run along the west of I-30's structure when I-30's height no longer provides enough vertical clearance (possibly just before 3<sup>rd</sup> St.).

The pillar-raised I-30 allows for a strategically important visual connection between the Clinton Library and Rivermarket that will invite tourists to visit Rivermarket as part of their Clinton Library experiences and partially offset the division created by a wider I-30 (Fig. 27). It is important that the trail minimize the sight break between the Clinton Library and Rivermarket. Therefore, supporting the ramp with independent pillars (e.g. Fig. 23) or suspending the trail from the I-30 structure (e.g. Fig. 24) would be preferable to supporting a ramp with sloped infill.

A well designed trail would make this portion of the trail unique and the biggest draw as an "experience" for users. A viewing deck(s) somewhere between 2<sup>nd</sup> and 4<sup>th</sup> St. would be a way to show ARDOT's interest in preserving this space for the people who reside and visit here as well as for those passing through (Fig. 28).



**Figure 27.** The pillars supporting the new I-30 will allow an important visual connection between the Clinton Library and Rivermarket that should be preserved by the MacArthur Park Trail's design. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 6:23.



**Figure 28.** A viewing deck between 2<sup>nd</sup> and 4<sup>th</sup> St. could be another element to claim the vital tourist and resident real estate underneath the I-30 bridge for people spending time in Little Rock.

**Capitol Ave. Access East and West of I-30**

Immediately after passing over 4<sup>th</sup> St., the trail would split. The main trail would run in between I-30 and the C/D, while a bridge over the C/D would create access to Capitol Ave to the east and west (Figs. 18 and 25). If only accessible at President Clinton Ave. and MacArthur Park, the MacArthur Park Trail would be a fine recreational trail. These Capitol Ave. access points are critical to make the MacArthur Park Trail functional as a transportation corridor as well (Fig. 25).

*East*

Eastern access to the MacArthur Park Trail would be created by an elevated trail bridging the eastern C/D ramp and descending parallel to the eastern C/D to Capitol. We see that ArDOT has already acquired portions of the two lots to the east of the C/D, Artisan on Collins, LLC and Pinnacle Investments of Arkansas, LLC. Additional right of way would have to be secured from these property owners to make this connection, perhaps 20 additional feet along the western edge of Pinnacle Investments and a larger area to the west and south of Artisan on Collins, LLC to create a curve that would allow enough run for a 5% grade after crossing the C/D 18 ft. above grade and allowing suitable space for a landing zone (Figs. 30 and 31).

Creating this eastern access point would be inclusive of neighborhoods and businesses east of I-30 that would otherwise be further separated by a widened I-30. I-630 has become a socio-economic divide; we want to avoid the same outcome with the 30 Crossing Project. The best way to be proactive about inclusion and integration of the community east of I-30 is to design strong connections across I-30 from the outset. Bicycle and pedestrian consideration on 6<sup>th</sup> and 9<sup>th</sup> St. Overpasses are important, but creating a strong corridor from the developing 6<sup>th</sup> St. District and Hanger Hill directly to Rivermarket and the Arkansas River Trail could be transformative.

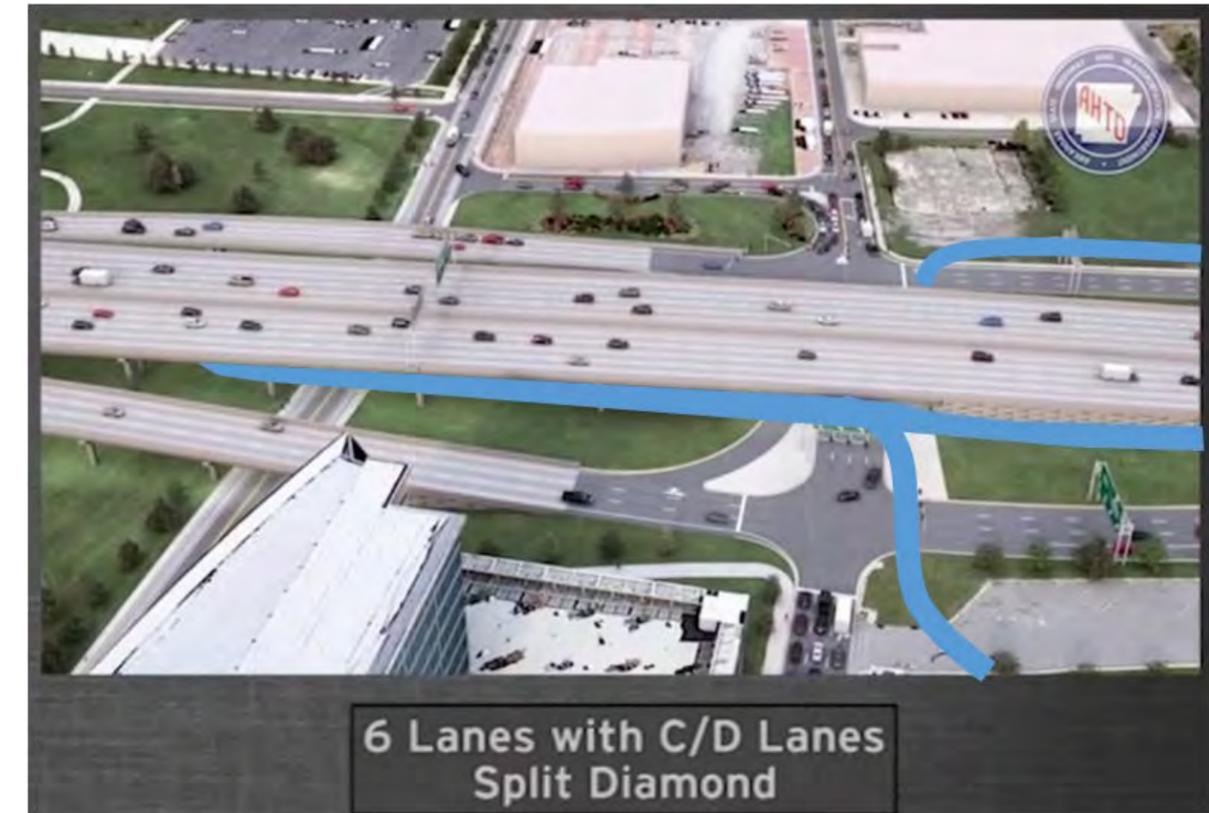
Users from MacArthur Park or the Clinton Library could also connect to the 6<sup>th</sup> St. brewpubs and District and recreational riders could ride a loop from the Southeast Trail at the Clinton Library across the MacArthur Park Trail and back to the Southeast Trail via 6<sup>th</sup> St. (Fig. 25).

*West*

The western Capitol Ave. access spur would stay at the 18 ft. 4<sup>th</sup> St. crossing elevation and bridge over the C/D lanes to descend to grade between 4<sup>th</sup> and Capitol (Fig. 22 and 30). After bridging the C/D lanes, the ramp would have a minor curve to create a 360 ft. long run, allowing a 5% grade with an 18 ft. elevation drop, while still allowing for a 40 ft. landing zone before exiting onto Capitol Ave (Fig. 22). The lot between the C/D lanes and the US Post Office is owned by the City of Little Rock, so right of way should not be a concern. The majority of the existing overflow parking lot could be maintained as well.

With Capitol Ave. access west of I-30, among other benefits, the trail would allow a safe, direct connection between the Rock Region Metro central hub at Rock St. and Capitol Ave. and Rivermarket, the Clinton Library, and the Arkansas River Trail (Fig. 25). This connection would

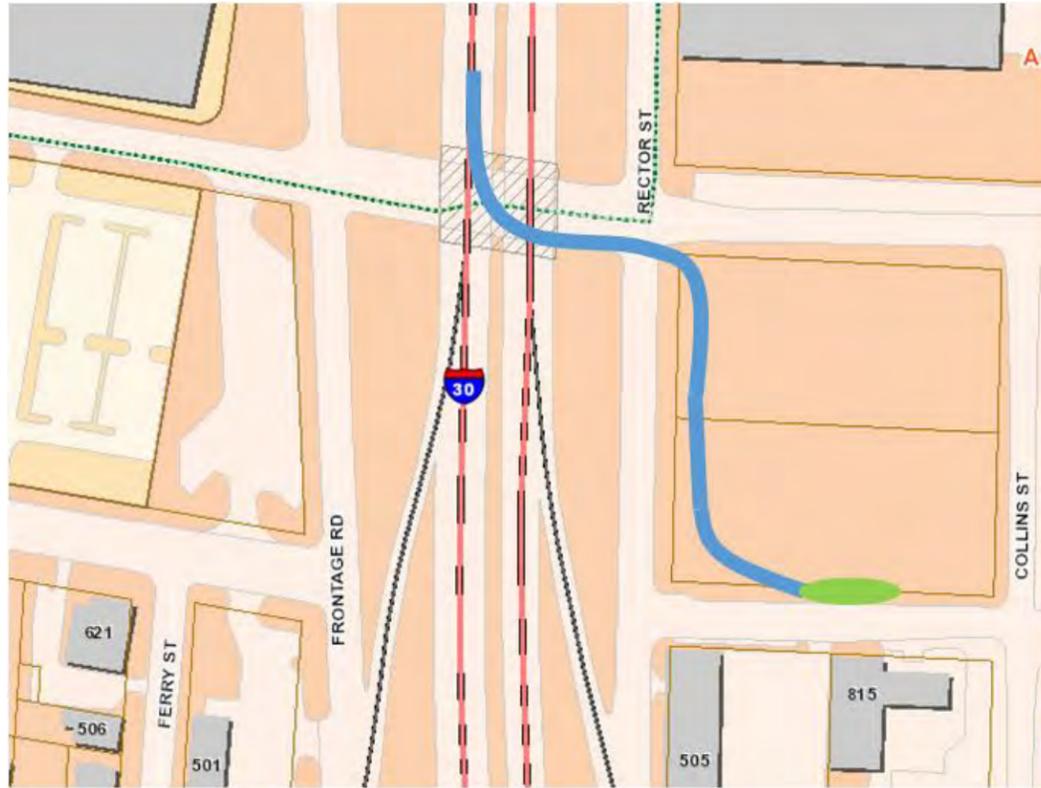
be invaluable to increasing rather than decreasing the value and opportunities of transit as a result of 30 Crossing.



**Figure 29.** The main MacArthur Park Trail and Capitol Ave. exits to the east and west of I-30. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 2:00.



**Figure 30.** It is important that a ramp be coupled with a level “landing zone” for bicyclists to decelerate. This is the landing zone of the south terminus of the Big Dam Bridge.



**Figure 31.** A section of the southwest corner of the Artisan on Collins, LLC property would be required to create enough run to bridge the C/D 18 ft. above and allow a suitable landing zone at the bottom.

**Between 4<sup>th</sup> and 9<sup>th</sup> Streets**

Immediately after passing over 4<sup>th</sup> St., the main trail would descend to run between I-30 and the C/D lanes (Figs. 29 and 32). I-30 is descending between 4<sup>th</sup> and 6<sup>th</sup> St. as well; there should be an effort to keep the trail as flat as possible between 4<sup>th</sup> and 9<sup>th</sup> St. for the comfort of tourist riders. The trail could be built against the I-30 retaining wall between 4<sup>th</sup> and Capitol with a second retaining wall to support the trail or it could be an independently supported ramp until it makes grade. The trail would continue between I-30 and the C/D lanes between 6<sup>th</sup> and 9<sup>th</sup> Streets.

***6<sup>th</sup> St. Underpass***

The 6<sup>th</sup> St. overpass slopes to the highway underneath on the west side, but has a vertical retaining wall on the east side (Fig. 32). The trail may require a vertical retaining wall on the west side as well, with a tunneled space underneath created for the trail and a 6<sup>th</sup> St. access ramp immediately to its west (Fig. 33).



**Figure 32.** The blue line approximates the main trail route between 4<sup>th</sup> and 7<sup>th</sup>. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 0:17.



**Figure 33.** The undercrossing at 6<sup>th</sup> St. could be very simple like this (height = 10 ft., width = 18 ft.).

**MacArthur Park Access**

It is important that the connection to this trail and MacArthur Park be one that tourists and recreational riders would use even if they would never ride on a city street. A vehicle-free connection to MacArthur Park is imperative in order to attract tourist riders and high trail use overall. We propose the trail go under the 9<sup>th</sup> St. and C/D intersection and emerge on the southwest corner of MacArthur Park, approximately 215 ft. from the intersection (Fig. 22 and 34). We are open to other concepts about how to make a connection without vehicular conflicts between the MacArthur Park Trail and MacArthur Park.

30 project. Our committee was created to help integrate this project into the fabric of Little Rock; we hope our concepts to do so are well received. Thank you for your attention.



**Figure 34.** While this trail is wider than 18 ft. and divided, this may show what the proposed connection to MacArthur Park might look like.

**Conclusion**

We recognize that adding these elements to the I-30 expansion project will add costs, but they are the costs of radically increasing vehicular traffic through and within a bicycle- and pedestrian-friendly, tourist-centric, downtown area while respecting Little Rock’s safety, built environment, tourist economy, and Complete Streets approach to our transportation network. Spending \$631.7M<sup>26</sup> in construction costs to accommodate vehicular traffic but refusing to spend a small fraction of that to mitigate the effects to vulnerable road users would be inconsistent with ArDOT’s Toward Zero Deaths initiative to street design and a Department of Transportation approach.<sup>27</sup> In our view, there would be no opportunity to create a trail connection from MacArthur Park to the Arkansas River Trail without including it in the larger I-

<sup>26</sup> <https://connectingarkansasprogram.com/know-the-facts-i30/#.WtOm1Zch3IU>

<sup>27</sup> [https://safety.fhwa.dot.gov/intersection/other\\_topics/fhwasa09027/resources/Design%20Guidance%20Accommodating%20Bicycle%20and%20Pedestrian%20Travel.pdf](https://safety.fhwa.dot.gov/intersection/other_topics/fhwasa09027/resources/Design%20Guidance%20Accommodating%20Bicycle%20and%20Pedestrian%20Travel.pdf)



# **POSITIVE ECONOMIC IMPACTS OF GREENWAY AND TRAIL DEVELOPMENT**

QUALITY OF LIFE

HEALTH

TOURISM

JOBS

REAL ESTATE



**“TRAILS CAN PROVIDE A SENSE OF PLACE AND A SOURCE OF COMMUNITY PRIDE. WHEN INTEGRATED WITH FEATURES SUCH AS HISTORIC SITES, COMMERCIAL OR RESIDENTIAL AREAS, AND PARKS, THEY CAN IMPROVE THE OVERALL CHARACTER OF A COMMUNITY OR THE REGION”**

- SAN DIEGO COUNTY CTMP

**QUALITY OF LIFE**

**“THE COST-BENEFIT RATIO WAS 2.94, WHICH MEANS THAT EVERY \$1 INVESTMENT IN TRAILS FOR PHYSICAL ACTIVITY LED TO \$2.94 IN DIRECT MEDICAL BENEFIT.”**

- A Cost-Benefit Analysis of Physical Activity Using Bike/  
Pedestrian Trails, University of Illinois



**“TRAIL TOURISM IS ONE WAY OF CREATING OPPORTUNITIES FOR PEOPLE TO VACATION IN THE U.S...THAT ARE NOT STANDARD TOURIST DESTINATIONS. ...THEY ARE TRAVELING TO RURAL AREAS ACROSS AMERICA.”**

- Stuart MacDonald, Editor, American Trails Magazine



# POSITIVE IMPACTS OF GREENWAY AND TRAIL DEVELOPMENT



**“WALKABLE  
COMMUNITIES HAVE  
GREATER ECONOMIC  
OUTPUT AND  
HIGHER INCOMES,  
MORE HIGHLY  
EDUCATED PEOPLE,  
AND MORE HIGH-  
TECH INDUSTRIES...”**

*- Wall Street Journal, The Case For Suburban Renewal*

**JOBS**

# POSITIVE IMPACTS OF GREENWAY AND TRAIL DEVELOPMENT

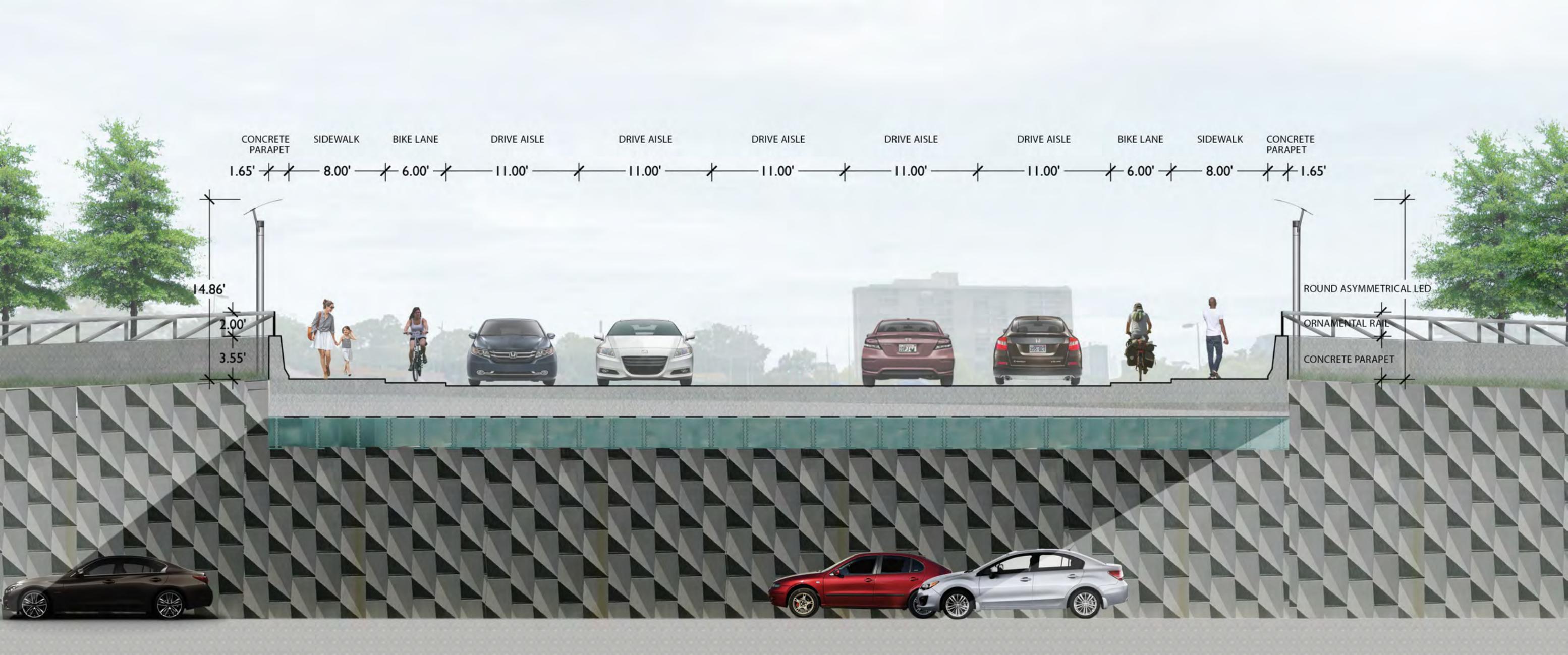


**“TRAILS  
CONSISTENTLY  
REMAIN THE NUMBER  
ONE COMMUNITY  
AMENITY SOUGHT  
BY PROSPECTIVE  
HOMEOWNERS”**

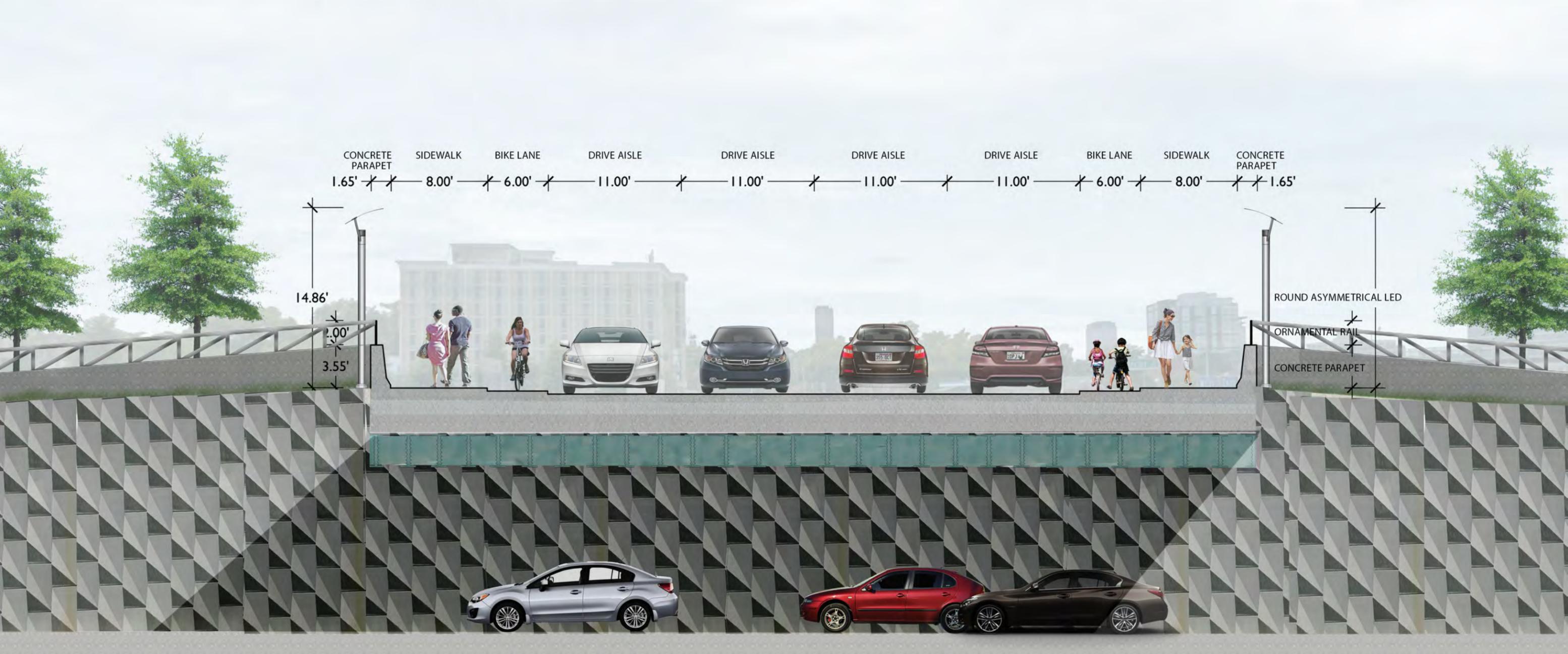
- National Association of Homebuilders

**REAL ESTATE**

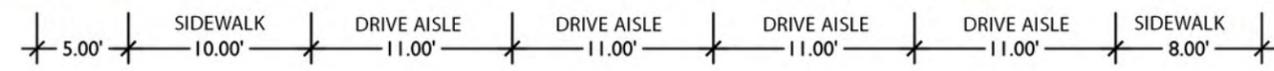
# PROPOSED 9TH STREET OVERPASS



# PROPOSED 6TH STREET OVERPASS



# PROPOSED 3RD STREET UNDERPASS



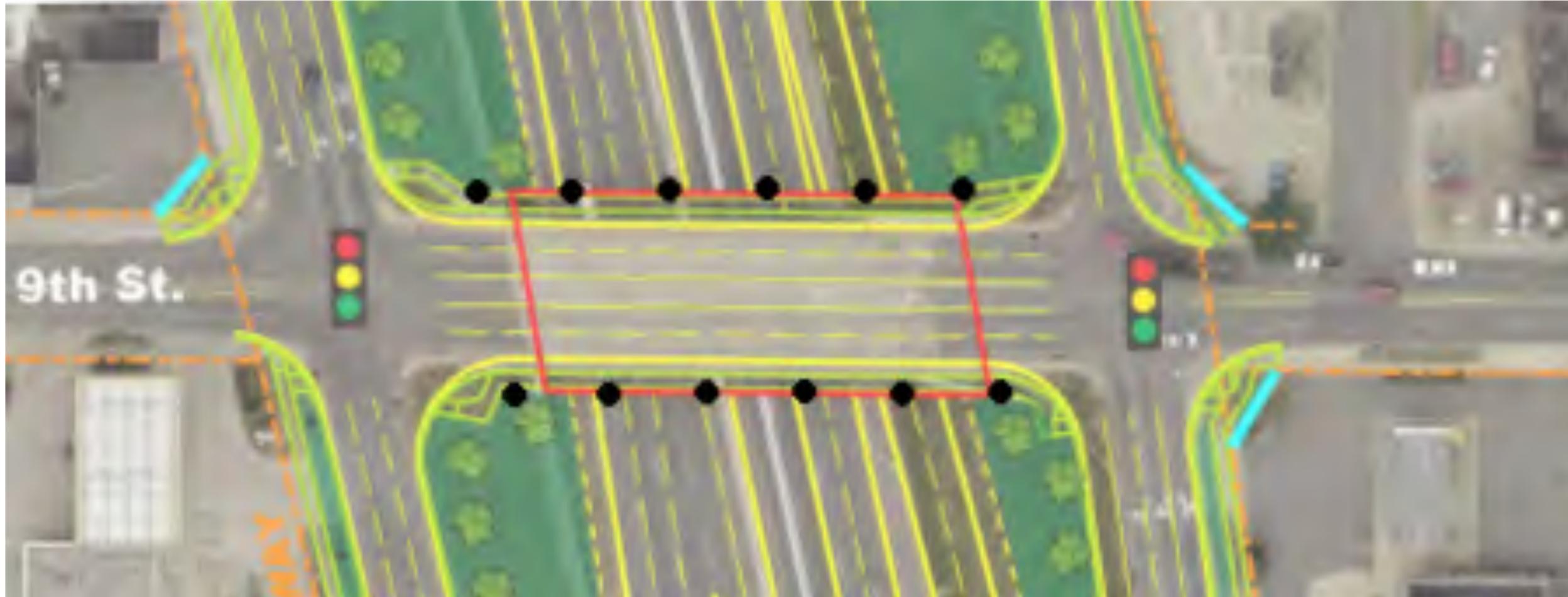
**Design Theme:** Visually connect the President Clinton Park with the new park between Clinton Avenue and 3rd Streets, and extend the theme thru the I-30 corridor south to I-630:

- A). Provide street trees as shown in ArDot's document, 6-lane with Collector/Distribution Lanes. Install and maintain per City of Little Rock Standards. (Move the "Ardot Street Trees" image to after "Prism Faced Panels").
- B). Retaining walls shall be provided with prism faced pattern, which is similar to the land forms in Clinton Park. The prism or diamond shape also makes reference to the official state gem of Arkansas, the diamond which is also found in our state flag, appropriate for the capitol city of Arkansas.
- C). Use land forms similar to those of Clinton Park thru the new park between Clinton Avenue and 3rd Streets.
- D). Extend the theme of the "prism" forms thru other the other design elements such as the light fixtures for 6th and 9th, paving patterns, benches, bike racks.

# ARDOT STREET TREES



# STREET LIGHTS



Provide lighting for bridges to improve pedestrian safety and visually connect the city streets from east to west of I-30. The style of the proposed light is in keeping with the QQA design theme of the I-30 Corridor, a similar design to the street lights in the Clinton Park.

**Bridge lighting, sloped reflector in keeping with “prism” theme**



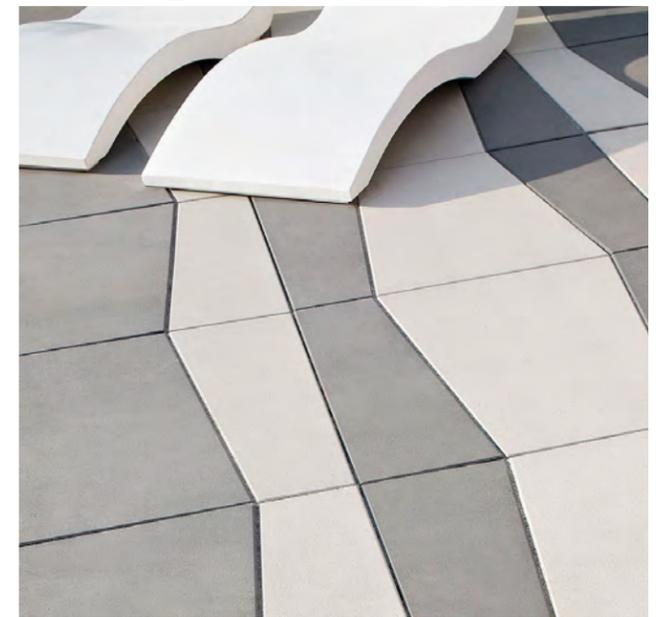
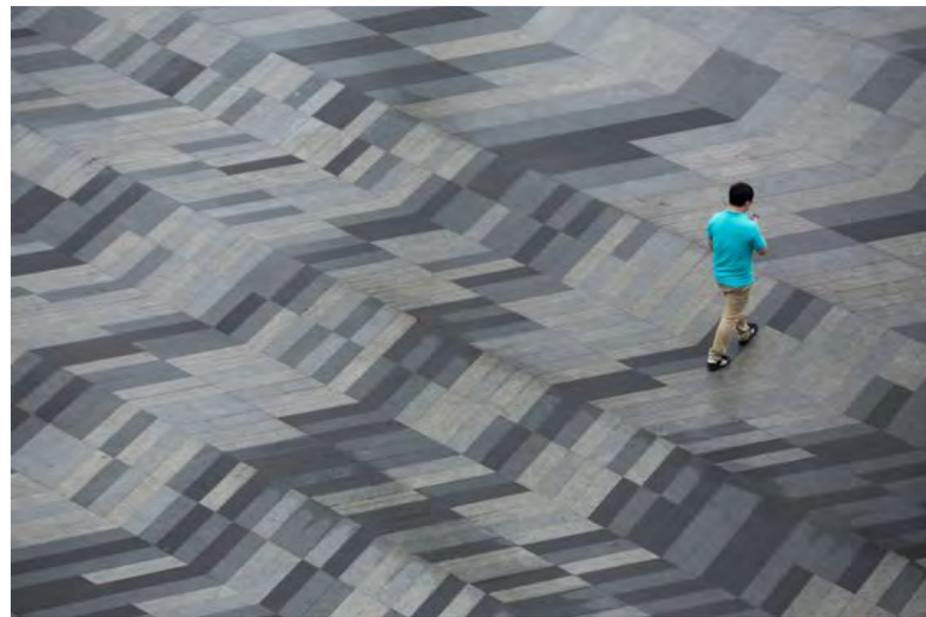
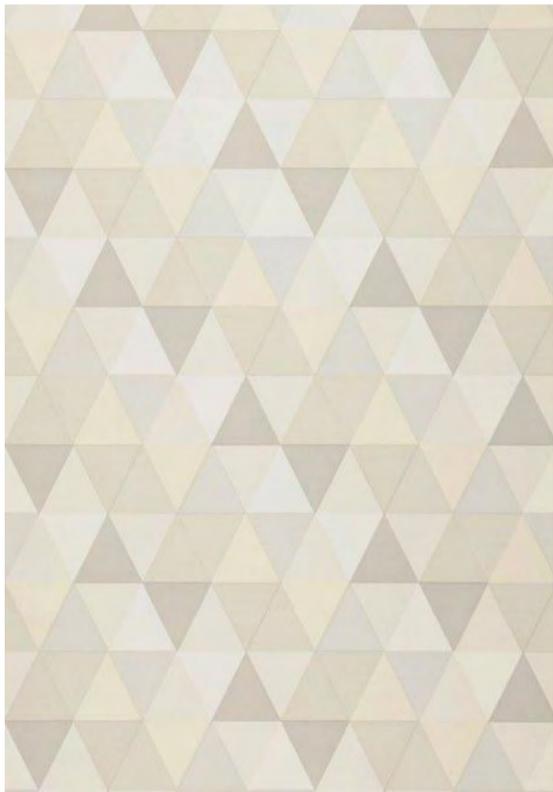
# CLINTON PARK



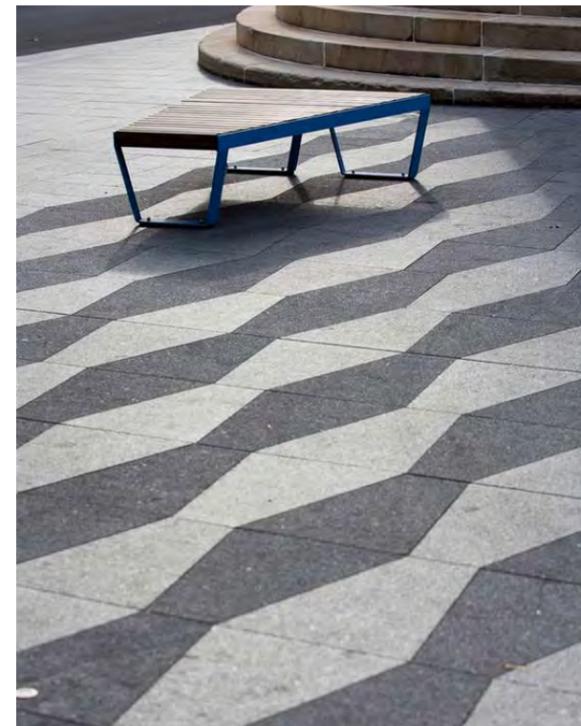
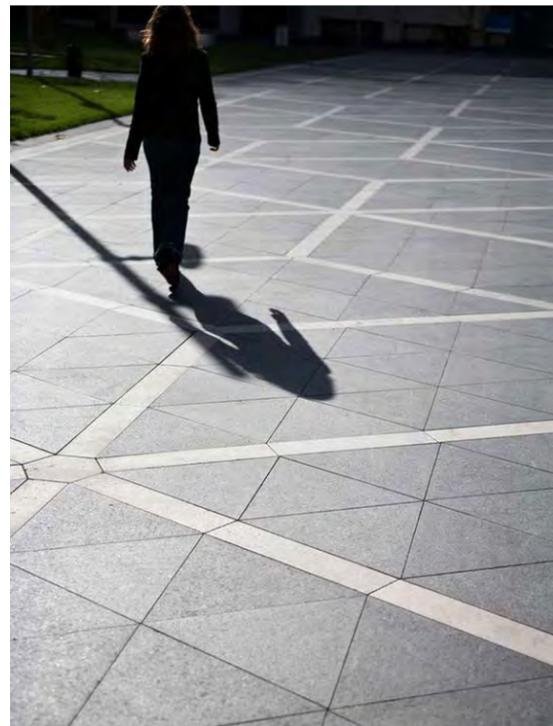
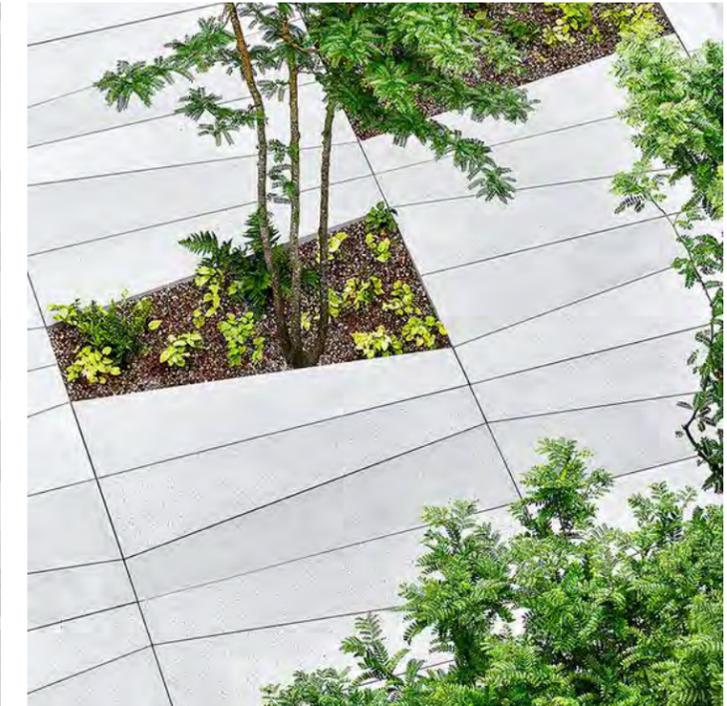
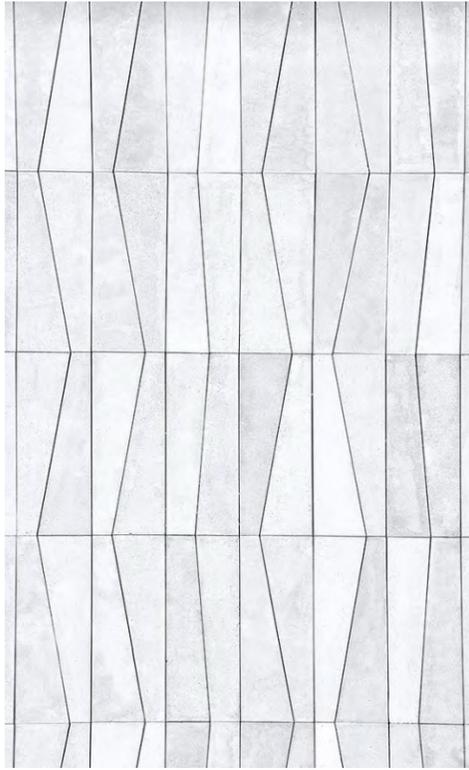
# PRISM-FACED PANELS



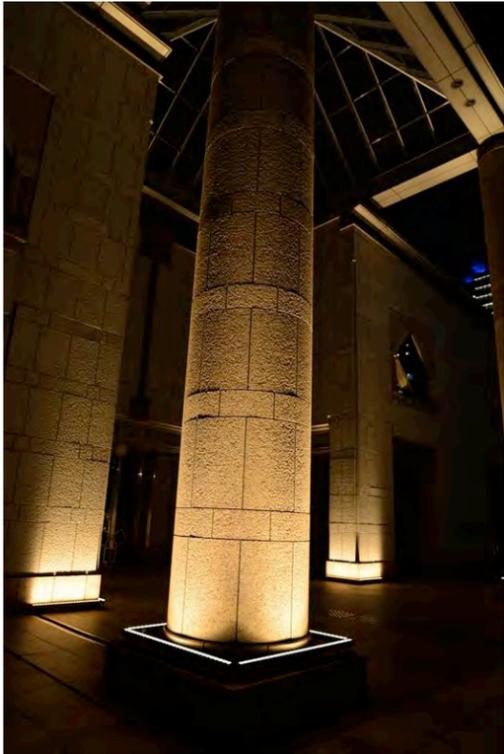
# PAVING PATTERNS



# PAVING PATTERNS



# LIGHTING



# LIGHTING



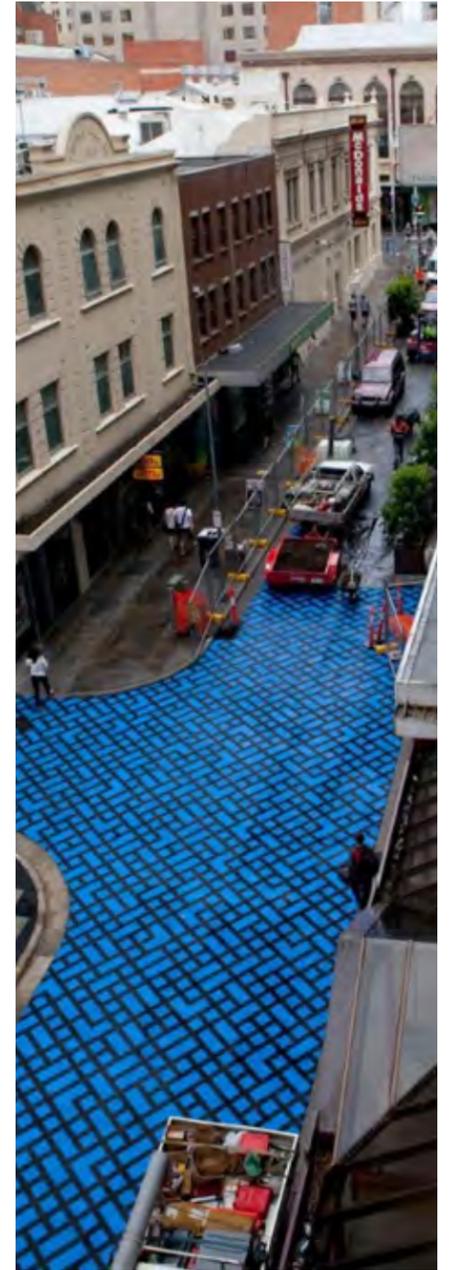
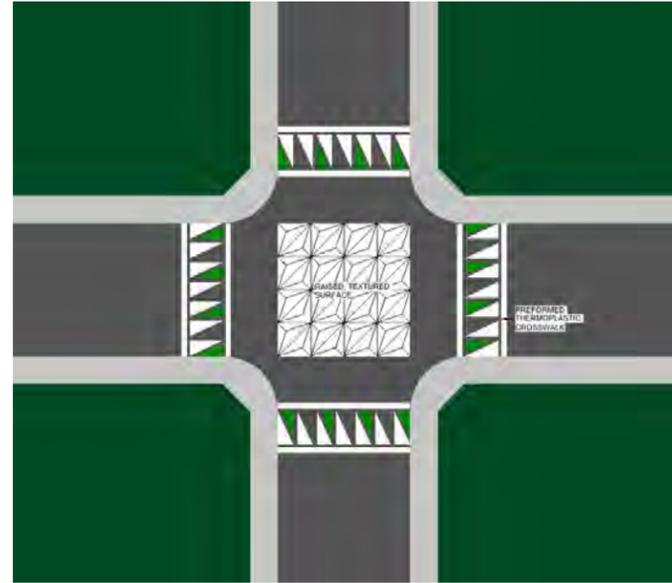
# FURNISHINGS



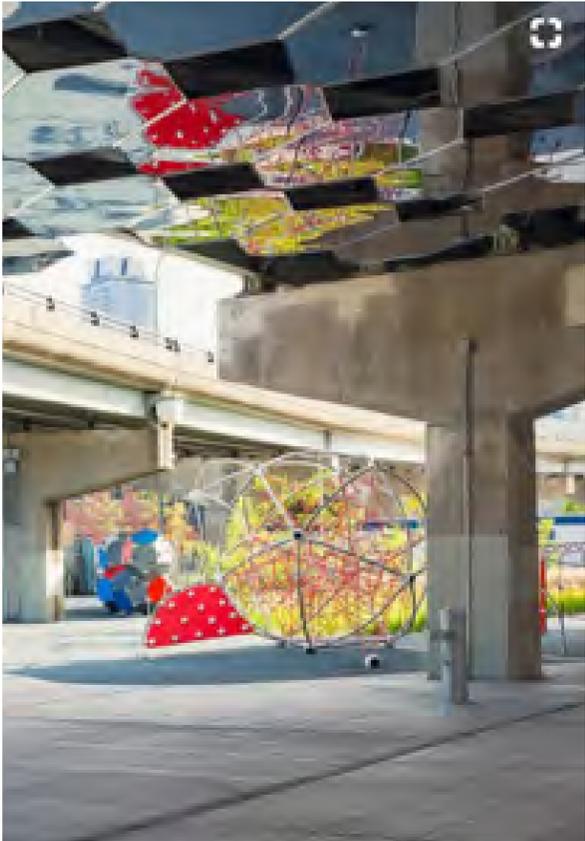
# FURNISHINGS



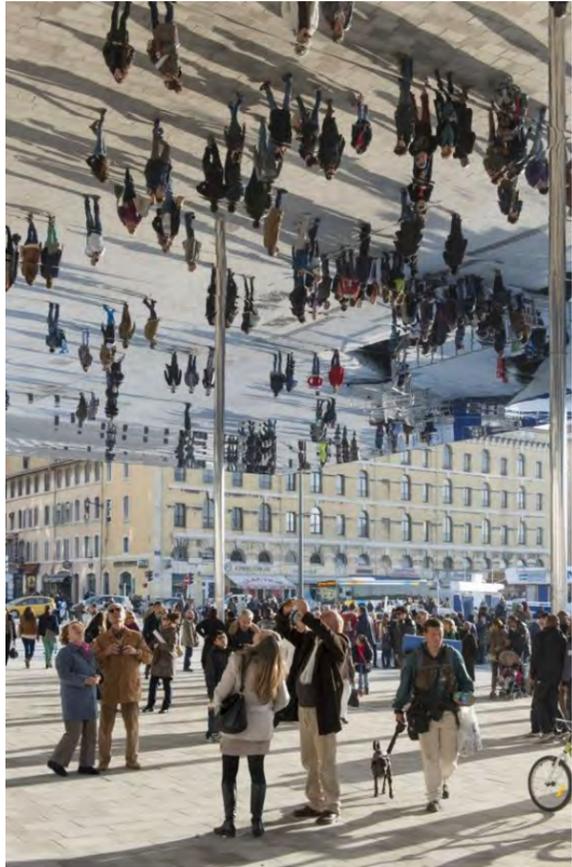
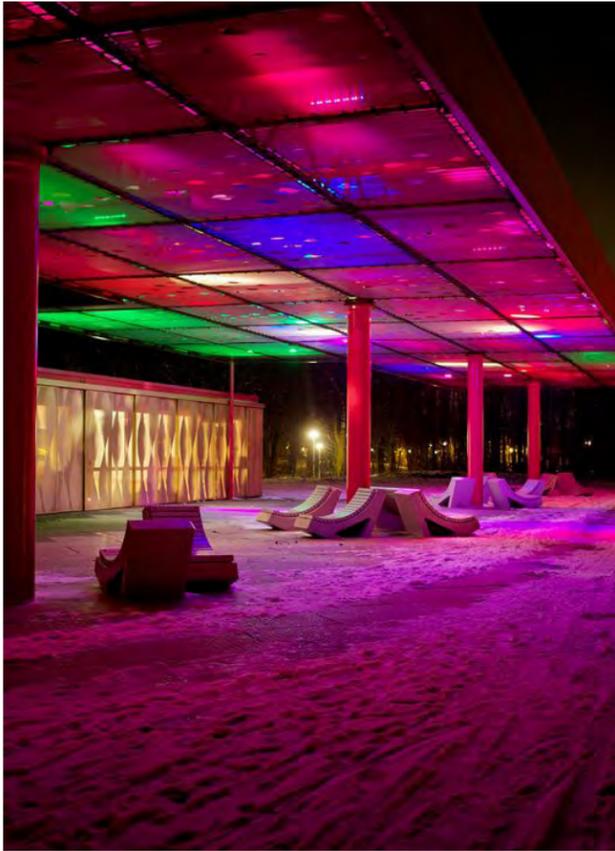
# CROSSWALK



# PUBLIC SPACE



# PUBLIC SPACE



# PRECEDENT STUDY



THE UNDERGROUND AT INK BLOCK (BOSTON)



THE WABASH LIGHTS (CHICAGO)

# PRECEDENT STUDY



CHICANO PARK (SAN DIEGO)



THE UNDERLINE (MIAMI)



## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:31 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Walter Nixon

**Email:** agentsofchange@gmail.com

**Address:** 1504 Louisiana Street

Little Rock, AR 72202

**Telephone:** 5018310364

**Message:**

I oppose the current 30 Crossing proposal as a waste of taxpayer dollars that will bring increased congestion to Little Rock and Central Arkansas, result in overbuilding highway capacity in a time of declining growth of car ownership (owing to ride-sharing and eventual autonomous vehicles). Google the video on disruption by Tony Seba to see what is likely to happen if such projects materialize: huge investments will be stranded by this overcapacity, but taxpayers will be burdened by the costs that are going to be sunk into them if this goes forward as planned. I completely agree with the comments submitted by Tom Fennell.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:32 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jay Chesshir

**Email:** jchesshir@littlerockchamber.com

**Address:** 1 Chamber Plaza

Little Rock, AR 72201

**Telephone:** 5013742001

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, while also simultaneously increasing vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:43 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** JAY STANLEY,SR

**Email:** jay.stanley@jaystanley.com

**Address:** 8239 Windsor Valley Drive

North Little Rock, AR 72116

**Telephone:** 501-758-8029

**Message:**

am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:51 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Elizabeth Small

**Email:** elizabethsmall@sbcglobal.net

**Address:** 4701 Hillcrest Ave, Little Rock, AR 72205

**Telephone:** 501-626-9212

**Message:**

I support ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. This will be a good addition to downtown's green space and pedestrian walkways. I think giving this plan a chance to work will make the area even more viable than it is presently.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 11:57 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** India

**Email:** endeah@aol.com

**Address:** 4200 Fairview Road  
Little Rock, AR 72205

**Telephone:** 5015174143

**Message:**

I am against this project as it's been proposed. The scale of the project is too big, it's purpose to keep rush hour moving can be accomplished by other means than a giant highway going through an area that has struggled to be viable in the past, has made great strides that all will be lost with this expensive project that does not help Little Rock, it will not even help those who only want to drive through Little Rock faster because of indused demand. The cost of this unnecessary project is too high, it causes there to be bottle necks that will need to be widened overtime, costing more. The projected growth of the central Arkansas are does not support a need for this project. The landscape of our struggling city will be changed forever and in a negative way. We need a more indepth study to accurately access the effects of building this monster highway through our city, especially when through traffic could be routed around the city. Sincerely, India Cheairs

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 12:11 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Susan Chambers

**Email:** chamberssusan@sbcglobal.net

**Address:** 2319 S. Arch, Little Rock, AR 72206

**Telephone:** 501-376-0632

**Message:**

I am against the I30 Crossing project.

1. An Environmental Impact Statement should be done to evaluate the cumulative impact of enlarging I30 and I630 instead of evaluating the projects segment by segment. Little Rock is the historic capital city of the state not a "Kum-n-Go" for suburbanites. This project will negatively affect the tax base of our city.
2. A new 6 lane bridge is needed at I30 and a 4 lane bridge at Chester to better disperse traffic. Traffic should be encouraged to by-pass Little Rock by driving I440. Arterial roads like 12th street and Roosevelt should be better utilized. Roosevelt, a state highway, is unsafe and a disgrace to ARDOT.
3. I have to been to several of the ARDOT meetings and have seen the manipulation of the public and of the "information" fed to the public. I will never vote for a CAP tax again. I would vote for mass transit in the future.

In closing, it is time for ARDOT to become the Department of Transportation that plans for an environmentally safe transportation network.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 12:35 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Autumn Wilder

**Email:** wilderautumn@yahoo.com

**Address:** 1607 Shumate Dr. Little Rock, AR 72212

**Telephone:** (501) 658-2257

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. We need more green space and less concrete!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 12:39 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Daryl Coker

**Email:** darylc@swbell.net

**Address:** 19414 Summershade Dr  
LR, AR. 72223

**Telephone:** 501-821-6668

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety. It is long overdue and it's time to move ahead with this project. LR needs to begin a new chapter on our downtown freeway system.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 1:17 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Gregory Esteve

**Email:** gregesteve@outlook.com

**Address:** 3655 North Scenic Highway, Lake Wales, FL 33898

**Telephone:** 8632233278

**Message:**

The widening of I-30 is not beneficial to Downtown Little Rock and will create an unsafe corridor for alternate modes of transportation.

Tourism in the downtown and Rivermarket areas accounts for almost 2 billion of Pulaski County's income. The I-30 expansion will create an unwelcoming corridor due to increased traffic, noise and unsafe conditions; and it will divide Little Rock's most visited tourist destination (Clinton Library) from the place where tourists spend money (Rivermarket).

There has been a huge effort to revitalize downtown with new business and the addition of the Creative Corridor. The I-30 widening will cause pedestrian activities to become unsafe and unwelcoming, negatively impacting businesses in downtown.

The widening of I-30 is not beneficial to Downtown Little Rock and will create an unsafe corridor for alternate modes of transportation.

Thank you.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 1:22 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Bob Longo

**Email:** boblongo@msn.com

**Address:** 300 E 3rd St

Apt 1108

**Telephone:** 5018372171

**Message:**

Please keep the parking on 3rd between Cumberland and River Market. Don't build traffic signals on Rock and River Market, keep the 3-way and 4-way stop signs. We are trying to preserve the sense of community we have worked so hard to develop!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 1:25 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** John Baker

**Email:** johnbaker40206@gmail.com

**Address:** 1011 Scott Street

Little Rock, AR 72202

**Telephone:** 502-893-0477

**Message:**

Of overarching concern is the fact that this 631-million-dollar project is a 1950 transportation solution to a 2050 transportation opportunity. Additionally, ARDOT bullied the Metro Plan Board into gutting their Transportation Plan to accommodate this ten-lane project with its detrimental social and environmental impacts. I grieve over the excellent work of the duly appointed Citizens Advisory Board that crafted many of the points in the now eviscerated Transportation Plan.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 1:44 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Wes Martin

**Email:** wmartin@hathawaygroup.com

**Address:** 1805 Alberta Dr.

Little Rock, AR 72227

**Telephone:** 501.765.1585

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

Thank you.

Wes Martin

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 1:57 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** James Hendren

**Email:** jahendren@aol.com

**Address:** 75 Quercus Cir, LR

**Telephone:** 5015810088

**Message:**

I very much like ArDOT's preferred configuration for 30 Crossing, the six lanes plus the local lanes. The ability for traffic to easily get in and out of downtown without creating huge backups is very important to the future of downtown Little Rock. Also like the addition of more green space.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 2:23 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Darlene Emison  
**Email:** dar3555@gmail.com  
**Address:** 12 Pleasant Tree Cove  
**Telephone:** 5014722634

**Message:**

I do not think the I30 crossing is needed. In any big city, there will be traffic delays during rush hour, but the delays in Little Rock are not very long. This project will spend entirely too much money, and take way too long to compete. I believe that during construction and after it is completed, it will make it difficult to walk, bike, drive downtown. The downtown area has been revived in the last few years and I truly believe this will be a big detriment to the area. Since talk of this project started, I have not heard one person say they think it is a good idea or that we need it. Other cities are trying to steer traffic away from downtown. Why are we doing the opposite? Please do not do this to our beautiful city!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 2:37 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lee Cowan

**Email:** lleecowan@gmail.com

**Address:** Little Rock, AR 72205

**Telephone:** Unlisted

**Message:**

We desperately need a light rail system and better public transportation to move Little Rock and North Little Rock into a first-class community: this is something most educated young professionals consider essential in a cultured community. A part of this highway money through I-30 needs to go there, yet it is not listed as an alternative. The Environmental Impact Study is an example of how important information can be buried in piles of paper- no well-publicized summary. How can one adequately compensate land owners whos property will come closer to the constant noise pollution on the interstates? Can you do more study and funding for having a circle around the city, and avoiding the downtown area? This is a major change for our community: please try to do better on the above three points.

## Connecting Arkansas Program

---

**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 2:39 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kristie Flynn

**Email:** kflynn@stoneward.com

**Address:** 225 E Markham St., Little Rock, Arkansas 72201

**Telephone:** 50160406135

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 2:59 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kristie Flynn

**Email:** kflynn@stoneward.com

**Address:** 225 E Markham St., Little Rock, AR 72201

**Telephone:** 5016046135

**Message:**

I approve!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 2:59 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mary Read Askew  
**Email:** maskew@stoneward.com  
**Address:** 225 E Markham  
**Telephone:** 5015175171

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 3:24 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Millie Ward

**Email:** mward@stoneward.com

**Address:** 16 Glenridge Road

Little Rock, AR. 72227

**Telephone:** 5017726112

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 3:36 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Marie Stacks

**Email:** marie.stacks@icloud.com

**Address:** Longwood Dr, Little Rock AR

**Telephone:** 501-944-5120

**Message:**

It's my belief that the impact of road changes is more than a simple look into the traffic and congestion issues that we have. By driving people away and around the heart of city, there are serious consequences that will only further depreciate the state's Capital. I believe that expanding I-30 would create more negative impacts on our city (including increased crime, poor quality of life, etc.) than it would help ... the easier it is to leave the city, the more people will do so and the congestion will simply continue no matter how wide the road.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 3:39 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ray White

**Email:** whyareit@gmail.com

**Address:** 1113 LORETTA LN, Little Rock, AR 72227

**Telephone:** 501-515-3723

**Message:**

What on earth are you guys thinking??? Go to Europe and look at a real city! They encourage bikes, don't run giant expressways right through the city center. That is crazy. We should be thinking of quality of life for people who actually live here rather than moving to for suburbs like Conway. Compare Little Rock with Aix-en-Provence, which has a similar population. But living in Aix is being surrounded by amenities, restaurants, outdoor markets, concerts, street musicians, art, public fountains and public spaces that are wonderful. We are richer than Aix, we shouldn't spend it destroying the city with a giant expressway. You had a chance to consider a boulevard approach. This train is being railroaded through town. Stop! Please!

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 3:43 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Maeghen Carter

**Email:** mcarter@stoneward.com

**Address:** 225 E. Market St. Ste. 450

**Telephone:** 5016046193

**Message:**

Big fan

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 3:59 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Liz Hamilton

**Email:** lhamilton@stoneward.com

**Address:** 225 E. Markham St.

Ste. 450

**Telephone:** 501-604-6109

**Message:**

I am in favor of the "six lanes plus collector/distributor lanes with split-diamond interchange" proposal and its many benefits to Little Rock's downtown core.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 4:07 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mike Simmons

**Email:** msimmons@uaex.edu

**Address:** 7115 Hillwood Rd.

**Telephone:** 5019931217

**Message:**

Please do not go forward with the current plan for the I30 expansion! Down Town Little Rock will loss tourism, it will be far less safe of foot and bike traffic and there will be a significate environmental impact from the increase of vehicular traffic on the air quality of that area.

Please, do not do this!!!!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 4:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lindsey Clark

**Email:** LindseyC0613@gmail.com

**Address:** 4 Fair Hill Circle, Little Rock, AR 72205

**Telephone:** 5017667460

**Message:**

I am opposed to the widening of I-30 according to the current plan, as it fails to account for pedestrian and bicyclist safety. Alternative options need to be considered and a middle-ground should be reached between those opposed and those in favor of the current I-30 Crossing plan.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 4:22 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Austin

**Email:** austinbbryan@gmail.com

**Address:** 6700 Brentwood Rd

**Telephone:** 5017861529

**Message:**

I think the expansion is not a great idea at all for our city. In my opinion while the highway is great for those moving through Little Rock quickly. But I think it makes those who live in Little Rock, specifically the residents who live downtown or residents who enjoy spending time downtown, have a much harder time getting around. I think it hurts business development downtown. I believe it drives up the need and therefore the cost of public transportation for our city and honestly makes our improving downtown and riverfront areas much less appealing for the future. This seems to me like a very temporary fix that we will only regret more and more in the future. It will almost immediately hurt the expansion that's happening downtown and in East Village. I believe we need to stop this, and rethink how we make it a better for connecting our downtown first and then moving vehicles through that area second.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 4:23 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kathleen Blackman

**Email:** nlrchamber@nlrchamber.org

**Address:** 100 Main St.

North Little Rock, AR 72114

**Telephone:** 501-372-5959

**Message:**

Looks Grand! I especially like the idea of greater pedestrian enjoyment area.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 4:30 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Yolanda Dreher

**Email:** ydreher@hotmail.com

**Address:** 12 Pleasant Tree CV, Little Rock AR 72211-1619

**Telephone:** 501-681-1116

**Message:**

Do not need additional lanes. Bridge itself probably does need to be inspected for safety, but don't need an entirely new bridge. Adding lanes because twice a day (morning and afternoon commutes) the lanes slow down is not a reason to spend billions of dollars. Will completely ruin all of the downtown development that is bearing fruit now. Will make downtown a ghost town once again. Money would be better spent on a light rail system to the suburbs. Also, I've noticed the contracts are awarded to out of state companies, who bring their own employees to Arkansas. So doesn't result in any local hiring. Only local benefits is to the hotels and restaurants that serve the out of state employees. Extremely disappointed the the AR DOT refuses to think outside the box and conduct business differently. Simply more of the same and rewarding the usual contractors. Encouraging more vehicular traffic and flight to the suburbs doesn't make a diverse community. Simply because the federal government baits this poor state with money doesn't mean you have to accept it to the overall detriment of your citizens.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 5:07 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Frank Thomas

**Email:** fthomad452@comcast.net

**Address:** 14601 Black Bear Dr

Little Rock, AR 72223

**Telephone:** 501-868-8948

**Message:**

I support ARDOT's preferred configuration for 30 Crossing.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 5:26 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mark Doramus

**Email:** mdoramus@stephens.com

**Address:** 9 West Palisades, Little Rock, Arkansas 72207

**Telephone:** 501-663-8581

**Message:**

I support the I30 Crossing plan and look forward to the many benefits it will provide our community.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 6:08 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** William Samuel McCumber

**Email:** mccumb@yahoo.com

**Address:** 11601 Rivercrest Dr

**Telephone:** 5013121598

**Message:**

This project is not needed or wanted.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 6:23 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Sam Davies

**Email:** samuelhdavies@gmail.com

**Address:** Little Rock

**Telephone:** 5018449480

**Message:**

After reading the EA, it is clear to me that ARDOT has worked extremely hard to create a plan for 30 Crossing that provides the most benefit to the most people. The functional and safety enhancements to I-30 will be tremendous. While I would prefer other alternatives to widening the corridor, it has been encouraging to see the alternatives evaluated and tweaks made in response to public feedback.

In continuing to refine the project plans, please give strong consideration to the effects of the project on downtown at the street level. Vehicle traffic should maintain low speeds in the downtown grid, and north/south connectivity should be preserved for bikes/pedestrians. Also, the visual impact of the freeway should be minimized. Finally, please design the corridor to allow for future "quality of life" enhancements such as bike trails, etc. These suggestions will have a low cost/high benefit impact on downtown LR and the region.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 9:06 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Deborah Dinsmore

**Email:** dedinsmore@sbcglobal.net

**Address:** 1410 Mellon St,  
Little Rock, AR 72207

**Telephone:** 5012473644

**Message:**

WE DO NOT NEED MORE CAR TRAFFIC IN THE RIVERMARKET AND CLINTON LIBRARY AREA!!! I have seen pedestrian and cyclists almost get hit by motorists looking for a parking or trying to find a certain restaurant. And we certainly don't need more traffic! In fact, I think the area that houses the River Market, Clinton Library, should be free of any motorized vehicle. I love riding my bike around the Rivermarket and by the Clinton Library, stopping to go in to shop, eat, and sit for a while. Please don't add more traffic to this jewel of an area that we in Little Rock are proud of. The streets do not need to be any wider, that just make traffic flow faster through the area. The focus should be on bringing more people to the "downtown" area and not more vehicles! Thank you for reading this message, Debbie Dinsmore

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Tuesday, July 24, 2018 9:53 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Robert C Walker  
**Email:** therobertwalker@hotmail.com  
**Address:** 3224 W CAPITOL  
**Telephone:** 5019125215

**Message:**

The City of Little Rock has adopted "Complete Streets." Any modification of a city street should comply with the Complete Streets design criteria, \There should be pedestrian lanes, bicycle lanes, and vehicle lanes. These should be separate, not shared lanes.

All road improvements should include separate bicycle lanes.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 3:03 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** David Humphrey  
**Email:** dlh1967@yahoo.com  
**Address:** 320 Walnut  
None  
**Telephone:** 5012800707

**Message:**

I am opposed to any of the proposed I30 widening projects that have been put forth thus far. These solutions will penalize LR residents for the sake of residents that live elsewhere. The costs for this project are astronomical. The money should instead be used to maintain existing highways and improve safety statewide. To improve bottlenecks at peak time, focus on removing the most abrupt on and off ramps nearest the river on both sides and implement exit only lanes and advanced signage to alert drivers. Lastly, work with LR and NLR leaders to promote alternative work schedules to reduce peak load.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 8:25 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Heartsill Ragon

**Email:** ragon@gill-law.com

**Path:** //connectingarkansasprogram.com/

**Message:**

Can you please add these comments to the public file? For some reason, I'm having difficulty finding the comments section on the web page. Thanks, Heartsill Ragon

My final thoughts regarding this project. First, are commuters really "complaining"? Our "congestion" is something that residents of Atlanta, Nashville, Dallas and Austin dream of and hope for. Is \$1 billion in expense worth a 5 minute drive-time savings? Second, beware of "unintended consequences". After studying the numerous issues resulting from the construction of I-630, I wonder if everyone has concluded that this project was "great for the city"? Finally, it seems that we love to construct new projects, but that we don't maintain/administer existing projects very well. Not a great example, but I'm always disappointed when I see facilities in downtown that are boarded-up with plywood sheets. Seems like the St. Louis to Dallas truck drivers and the out-of-town commuters will reap the benefits, while the downtown residents will fund the social costs.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 8:25 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Steve Scott

**Email:** steve@scottagri.com

**Address:** 68 Norfolk Drive, Maumelle, AR 72113

**Telephone:** 5019409472

**Message:**

I am not in favor of the proposed plan for widening I-30. It will encourage more traffic and will not solve the long term problem.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 9:03 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Tonya Willingham  
**Email:** tywillingham@gmail.com  
**Address:** 1023 W 13th  
**Telephone:** 501-772-4525

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 10:24 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Michael Boschetti

**Email:** mboschetti@comcast.net

**Address:** 13101 Bart Moreland Dr

**Telephone:** 5013500511

**Message:**

The idea of turning I-30 into a boulevard, seems to ignore the fact the traffic won't decline as a result; it would only would be re-routed to another less efficient and desirable route. While input from the public is important, eventually, we need to rely on the experts (those who know and plan traffic patterns) to make the ultimate decision which seems to be the case here. Input has been made and plans have been altered, though not to the extent some desire. As usual, compromise is needed to get important matters accomplished. Seems the current plan is a reasonable compromise.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 10:34 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Cindy Ingram

**Email:** bill-cindy\_ingram@sbcglobal.net

**Address:** 1425 Garland Avenue

North Little Rock, AR 72116

**Telephone:** 501-681-1521

**Message:**

If Arkansas wants to grow and prosper then we need the infrastructure to allow this. People make this commute daily and is a pass through for carriers to other busy areas. We need to be seen as a forward thinking state and we need to provide safe travel opportunities in our state.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 10:43 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Rob Cress

**Email:** robc@jariggs.com

**Address:** 28417 Jess Morgan Rd.  
Roland, AR 72135

**Telephone:** 501-231-3244

**Message:**

I am commenting in SUPPORT of the I-30 Crossing Project.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 10:54 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** George Cress

**Email:** cressg@jariggs.com

**Address:** 9125 Interstate 30, Little Rock, AR 72209

**Telephone:** 501-570-3121

**Message:**

I am in favor of this crucial project. The Little Rock downtown area is in need of this project for future growth and traffic relief. We need to move forward. Thank you!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 10:59 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Larry Bowden

**Email:** lwbowden1018@gmail.com

**Address:** 815 Beechwood

Little Rock, AR 72205

**Telephone:** 501-680-3131

**Message:**

I am in favor of ArDot's preferred configuration for 30 Crossing

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 10:59 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Kenny Rice

**Email:** kr@clarkmachinerycompany.com

**Address:** 2401 lakeview rd

Apt c1

NLR Ar. 72116

**Telephone:** 5018311977

**Message:**

Move ahead with the project.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 12:19 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Doug Bagley

**Email:** dbagley@he-equipment.com

**Address:** 2096 Gunnison Dr  
LR, AR 72210

**Telephone:** 501-251-7117

**Message:**

I am in favor of the 30 Crossing Project. It will improve public safety by adding or widening sidewalks, it will help build the local economy by making the area more accessible and improve our downtown image by adding green space and parks. My family will support the project along with the employees at our office in Little Rock. I have worked with the Convention and Visitors Bureau and there support should speak loudly. The downtown economy is growing and adding lane for additional traffic make sense.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 12:39 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** David Peterson

**Email:** lymanterrell@yahoo.com

**Address:** 2409 S. State St., Little Rock, AR 72206

**Telephone:** 479-234-3280

**Message:**

Arkansas is mainly a rural state but the Arkansas Highway and transportation department is ignoring the needs of its residents to build its current projects. The funding that will be used on this bridge was created through a special tax voted on by the people of Arkansas. The measure on the ballot was worded in such a way that it said the money would be spent on 'improving the highways of Arkansas' but using legalistic jargon in the actual text of the law, not generally distributed to the public, improvements was specified as 'roadway expansion and no maintenance.' Arkansas Highway and transportation Department and its head, Scott Bennett, has abandon its fiduciary responsibility (as well as its trustworthiness) to the people of Arkansas to make sure that Arkansas roads are safe to travel on as well as abandoning its fiduciary responsibility to make sure that funds are spent on the projects that will best suit the needs of the people of Arkansas in the future.

The attitude of the Arkansas Highway and transportation department since the beginning of its public input phase for these projects can be summed up by the departments own spokesperson and recent comments that he made for the highway department: "This is not a vote of the people whether or not this project should go forward," Danny Straessle Arkansas Highway and transportation department public spokesman.

Scott Bennett also seems to have a personal dislike for Little Rock and has expressed his disinterest in protecting the interest of those living in Little Rock. Here is just one example from his twitter feed in response to the following comment:

"Are you saying that Little Rock has no voice and how you destroy ours vehicle movement? That moving traffic to Cabot is your top priority?"

Scott Bennett (@AHTDSCOTT): "why do you think people are moving to Cabot? It's not because of highways."

"Are you telling me this concrete disaster can't be stopped. That Little Rock is powerless to prevent its destruction by you?"

Scott Bennett (@AHTDSCOTT): "would it be better if it were asphalt?"

I believe these two quotes begin to illustrate Scott Bennett total indifference to the needs of the residents of Little Rock.

Because of all these things I believe it is safe to say that the environmental assessment that the Highway and transportation department completed is most likely extremely skewed in its assessments because of the assumptions and the indifference of the top management of the Arkansas Highway and transportation department to the needs of the residents of Little Rock.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 1:01 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** BRANDY TUCKER  
**Email:** BTUCKER4982@GMAIL.COM  
**Address:** 1801 BISCAYNE DR  
**Telephone:** 5015635348

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 1:06 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jim Cargill  
**Email:** pointcarlos@me.com  
**Address:** 11 Phellos Court  
Little Rock, AR 72223  
**Telephone:** 501-831-1445

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

The safety, health of our citizens is served best with this thoughtful plan and approach. It will serve us well for many years to come and provide for an appealing and inviting landscape on which to move all varieties of traffic for which each deserves careful consideration.

Thanks!  
Jim Cargill

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 1:20 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jennifer Carman

**Email:** carman.jennifer@yahoo.com

**Address:** 2214 S. Battery St.

Little Rock, AR 72202

**Telephone:** 501-744-8049

**Message:**

I think that the I-30 expansion that is currently proposed is poised to proceed in a fashion that is not in the best interest of our city, its historic structures, its environment, or its residents. Little Rock does not even have "real" traffic compared to any other major cities. A 5 to 8 minute delay during peak hours of demand does justify the risks that such an expansion could bring to the quality of life for downtown residents and visitors. After all of the progress that has been made to revitalize the downtown and re-connect parts of our city that have been obliterated by road development in the past, this appears to be a foolish waste. As a downtown property owner who operates a business very near to the I-30 bridge (523 E. 6th St., near the Holiday Inn Presidential Suites - 850 feet from the interstate), I'd much rather see traffic calmed in ways that would bring traffic TO, not THROUGH our city. I'd like to see a tree-lined grassy median over the river (or some other awe-inspiring or beautiful pass-through for visitors who only "taste" our city as they whiz past it on the interstate) rather than an enlarged version of cars whizzing by on concrete that we already have. I believe this will encourage more Little Rock workers to move to Benton and Bryant and other areas further afield, while also creating a dark and ugly area beneath where it is certain that no grass can grow. I want our downtown to be walkable and attractive and safe, and this is counter-intuitive to that point. Of great concern is the fact that this plan will inevitably lead to the widening of I-630, a previous project that has already cut through some of our city's most important historic neighborhoods. In order to survive, these historic properties need human stewards who are interested in occupying and maintaining the properties. Noise and air pollution from a wider interstate hardly seems a sensible way to accomplish this. It is my understanding that the environmental monitoring requirements of a 1978 Memorandum related to I-630 may have never occurred, creating a situation in which four decades of data about concentrations of pollution (and any adverse effects on neighboring citizens) are not available to inform this project. Any decrease in environmental air quality in the "Natural State" (and anywhere else, for that matter) is simply unacceptable. Ultimately, I find it troubling that citizens are being asked to embrace a plan enacted by the very entities that appear to have failed at meeting their end of an obligations from 40 years ago. I would implore the serious reconsideration of alternatives, and, at the very least, an ongoing commitment to emissions-monitoring and environmental justice for all of our citizens.



## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 1:21 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Greg Flesher

**Email:** gflesher@frostpllc.com

**Address:** 425 West Capitol Suite 3300

Little Rock, AR 72201

**Telephone:** 5019750204

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. This process has now encompassed a long time, and a large amount of public input to arrive at this consensus plan of many stakeholders. This is democracy in action to have taken the time to obtain so much community input to now have a consensus plan that represents compromises among many different stakeholders. In particular I like the amount of public green space that will be added to the downtown area.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 1:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Cathy Tuggle

**Email:** cathy@lrapartments.com

**Address:** 1101 S. Bowman Road, Ste. A4 Little Rock, AR 72211

**Telephone:** 501-219-2787

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 1:46 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lyndell Lay

**Email:** laycommercial@sbcglobal.net

**Address:** 425 West Capitol Ave., Suite 1514

Little Rock, Ark 72201

**Telephone:** 5013741954

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 2:15 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Thomas F. McLarty, III  
**Email:** tfmclarty@maglobal.com  
**Address:** 425 W. Capitol Ave  
Suite 3600  
Little Rock, AR 72201  
**Telephone:** 5013744464

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 2:18 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Van Tilbury

**Email:** vtilbury@eastharding.com

**Address:** 2230 Cottdale Lane, Ste. 3

**Telephone:** 5016611646

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety. It also raises the height of the bridge, thereby allowing a clearer line of sight from the River Market to the Clinton Library and East Village. It also keeps a separation between local traffic and through traffic. I support this plan.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 2:43 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Chris Dollar

**Email:** chrisdollar@rocketmail.com

**Address:** 2603 Woodvale Lane

**Telephone:** 5016726984

**Message:**

I think it's about time it was widen. That will make it easier when I have to go downtown.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 2:43 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** J. S. Clatworthy

**Email:** worthmar@yahoo.com

**Address:** 7149 East Ridge Dr.  
Sherwood, AR 72120

**Telephone:** 501 834-1963

**Message:**

We are against the widening of I 30 through N. Little Rock and Little Rock. We feel that it will destroy what is left of downtown Little Rock and prevent or stop altogether the redevelopment of the area. Other cities have found that interstate type highways are detrimental to business and to the general health of the population. There was a proposal some months ago to put the highway at ground level with a beautiful parkway in the center where trees and other plants can flourish. That sounds better than a noisy, dirty highway.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 3:38 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Schawnee Hightower  
**Email:** Schawnee.Hightower@verizonwireless.com  
**Address:** 1 Verizon Dr  
**Telephone:** 5019051610

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 3:50 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Brandon R Ryan

**Email:** psikic@gmail.com

**Address:** 3315 Perryville Dr, Conway, AR 72032

**Telephone:** 5012690312

**Message:**

I am in support of the current ArDOT plan for the 30 Crossing. I believe the new footprint of the roadway and right of way is hardly different from the current configuration, so there should be little impact to the businesses and residents nearby. Also, I am greatly in favor of removing the cloverleaf system south of the river. I especially like the increased connectivity along the riverfront.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 4:23 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** James Reddish

**Email:** jreddish@littlerockchamber.com

**Address:** 14201 Kanis Road, #317, Little Rock, AR 72223

**Telephone:** 501.377.6007

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 4:54 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Danny Lewis

**Email:** revdrlewis2011@gmail.com

**Path:** //connectingarkansasprogram.com/frequently-asked-questions/

**Message:**

Evening,

how will the I-30 Bridge and lane expansion effect my property/home at the corner of 10th and Barber st.?

will there be a buyout?

Thank you

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 5:23 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lewis Buckley O'Mell

**Email:** buckleyomell@gmail.com

**Address:** 4509 B St, Little Rock, AR

**Telephone:** 5013776005

**Message:**

Going back to 2015, I've been involved from a variety of angles with the 30 Crossing project. While I was very displeased with the initial design back in 2015 (the SPU), I believe that through a lot of work on all sides, we have arrived at a configuration that achieves all goals. Not only does the "six lane plus c/d lanes with split-diamond interchange" configuration help with future congestion that would otherwise choke off downtown, it enhances downtown by removing acres upon acres (around 8.5 football fields worth) of divisive elevated concrete and replacing it with green space for the city to turn into park land. This improves pedestrian connectivity east to west and north to south, and makes our downtown core more livable and more desirable, which is why it's been endorsed by so many downtown advocates and entities.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 5:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Pat Riley  
**Email:** ratpiley@aol.com  
**Address:** 5108 Woodlawn  
Little Rock, AR 72205  
**Telephone:** 501 920-0696

**Message:**

My primary critique of the current Arkansas Department of Transportation (ArDOT) plan to substantially widen I-30 through downtown Little Rock is that it either willfully or by oversight fails to recognize the systemic nature of the interrelated roadways that serve central Arkansas. The problem that ArDOT is presumably striving to fix is a moderate delay in travel time during rush hour traffic along the 6.7 miles of the corridor under study. In searching for a solution the questions should include: 1) Why is the problem occurring? 2) Is the problem likely to get worse over time? And 3) What collateral impact will a given solution have regarding interconnected roadways?

In 1995, Metroplan (Central Arkansas' regional planning authority) produced Metro 2020, which articulated the vision of "widening all freeways in the metro area to six through lanes" by 2020. As of November 2016, with the completion of widening I-40 from Conway to LR, that goal was achieved. Consider the following interconnected 6-lane highways that serve Central Arkansas: I-30 (Benton to I-40), I-430 (entire corridor), I-630 (entire corridor), I-440 (entire corridor), I-40 (Conway to US 67/167) and US 67/167 (I-40 to Jacksonville). After 20 years and more than a billion dollars this interconnected system is finally and impressively balanced.

In just the past few years there have been significant improvements in our highway system. Projects recently completed include: widening I-40 to 6 lanes (I-430 to Morgan Maumelle, the Big Rock interchange (I-430/I-630), an additional lane from I-430 west onto I-30 east, the widening of nearly four miles of Cantrell Road (Highway 10), the addition of an on-ramp from Cantrell to I-430 North), the replacement of the Broadway Bridge and a renovation project along almost 3 miles of I-440.

What is the impact of all of these improvements on the I-30 study area? Well, we don't know yet because so many of them have so recently been completed. We do know that during all of these many projects at least some traffic was diverted from the roadways under construction to the 30 Crossing study area exacerbating the delays on that stretch and inflating its traffic counts. Now that all of those projects have ended and the system is (finally) in balance it would be prudent to first see how the completed roadway system envisioned by Metroplan performs before starting a new project.

What is the rush to begin this project? Is it because the traffic along the 30 Crossing study area has significantly increased?

According to the ArDOT, the traffic over the I-30 Bridge reached 121,000 vehicles per day in 1999. Below are the traffic counts for the I-30 bridge over the past ten years:

Daily Average Traffic Counts across I-30 Bridge\*

2007	124,600
2008	122,000
2009	120,000
2010	124,000
2011	121,000
2012	117,000
2013	119,000
2014	114,000
2015	120,000
2016	123,000**
2017	125,000**

\*<http://ahtd.maps.arcgis.com/apps/webappviewer/index.html?id=8deb09579210490bafb97bd03c3c0792>

\*\* Broadway Bridge closed during parts of 2016/2017

In almost 20 years the traffic counts within the study area have remained essentially unchanged and that's with non-stop construction occurring on connected roadways throughout this time frame. What is the evidence that this situation will change now – now that the system is finally completed and in balance?

Recently developed but widely available technology is likely to incrementally improve traffic flows. Anyone with a smart phone and Google maps can now get real time traffic data to optimize route selection. Everyday commuters can use this technology to avoid congestion and reliably choose the quickest route. The universal availability of optimized routing strongly argues for developing a robust street network filled with multiple alternative routes rather than focusing major resources on a single roadway.

Technology is and will continue to change transportation in ways that are difficult to predict. Some of those ways are likely to make ever-wider freeways obsolete. Disruptive technologies like ride-sharing, self-driving cars; enhanced delivery services (including drones) are here or coming soon and their impact will be immense.

None of this is to say that I-30 along the study area should not be improved. However, the solution

offered by ArDOT, which doubles the number of lanes at the bridge while eliminating half of the on/off ramps in downtown LR (from 2 to 1) doesn't make good sense.

It is well understood that significantly widening one stretch of roadway "induces" demand causing that roadway to be favored over alternative routes. This phenomenon has predictable residual effects. For instance, according to ArDOT's modeling, the widening within the study area would immediately shift traffic delays to I-30 south of the study area and I-630 to the west. The resultant congestion would only be relieved by widening those adjacent roadways (while this impact is acknowledged by ArDOT, those projects have not been scheduled or budgeted for). According to a Metroplan estimate, the total cost to rebalance the integrated roadway system within Central Arkansas after doubling the width of I-30 in the study area would be \$4 billion!

Furthermore, the induced demand along I-30 will result in a significant increase of vehicles entering and exiting the freeway in downtown Little Rock. That increase in traffic will predictably create additional strain on the downtown LR grid. Eliminating one of two exits/entrances to I-30 in downtown LR will substantially exacerbate the problem. This is a serious traffic issue that ArDOT does not address because it lies outside of its study area.

Lastly, according to a consulting report authored by Norm Marshall, a nationally renowned expert on transportation system design/analysis, widening I-30 as envisioned by ArDOT would not improve overall traffic conditions system-wide. Mr. Marshall input travel data from Metroplan into a dynamic traffic modeling program (ArDOT uses a static traffic modeling program) and found that the "6-Lane with C/D Lanes alternative would increase both regional vehicle miles traveled (VMT) and regional vehicle hours traveled (VHT) relative to the No Build alternative in 2040". In other words "there would be no improvement in regional congestion over doing nothing at all." (Emphasis added).

So what should be done instead of the ArDOT plan? I personally favor an in-depth exploration of adding a bridge at Chester Street and making improvements along Pike Avenue to I-40. This approach would redirect substantial traffic off of I-30 while simultaneously increasing property values along that section of riverfront and across that entire stretch of road. As for 30 Crossing, my first suggestion would be to monitor traffic for another two years to see what benefits are derived from the recent completion of six lanes throughout the system. In the meantime, ArDOT should fully develop plans for improving traffic flows with the least amount of systemic disruption. Perhaps that plan would increase shoulder width while adding at most two lanes (one in each direction) while maintaining the Cantrell Road exit. The combination of a bridge at Chester Street and the addition of two lanes along I-30 should have the effect of relieving traffic congestion with minimal negative impact.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 5:55 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Roy Ragland

**Email:** roy\_ragland@yahoo.com

**Address:** 2420 Riverfront Drive

Little Rock AR 72202

**Telephone:** 870-448-6640

**Message:**

I support the project as proposed.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 6:09 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** DON HENSLEY

**Email:** DON.HENSLEY@GMAIL.COM

**Address:** 12961 S FORK LN, BENTON, AR 72019

**Telephone:** 501-303-4052

**Message:**

We definitely need to improve the commute through downtown. Thanks!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 7:34 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Brian Bourne

**Email:** bbourne@he-equipment.com

**Address:** 28189 Fairhavens

Hensley AR

**Telephone:** 501-831-4171

**Message:**

30 Crossing, as described, is viable to the growth of Little Rock and Arkansas as a whole. Definitely I'm favor of moving forward with this project.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 7:48 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Justin Bourne

**Email:** bournejustin@yahoo.com

**Address:** 4105 lonesome oak loop, Hensley AR 72065

**Telephone:** 501/517-8250

**Message:**

I am in favor of the new plan. I believe it would be safer than our existing option.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 8:37 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Andrew Carberry  
**Email:** andrewcarberry@gmail.com  
**Address:** 2310 South Arch Street  
Little Rock, AR 72206  
**Telephone:** 865-603-3886

**Message:**

I live downtown and currently commute to work by bicycle. The I-30 expansion project would substantially increase vehicle traffic on surface streets downtown and cause safety issues for me. Given this increase, I ask that you also increase measures for the safety of bicyclists. This includes separated bike corridors, 5/6 foot bike lanes (as recommended in the Quapaw Quarter Association Report), and separate bike trails where possible. The financial burden to accommodate bicycle traffic, to avoid displacement by the I-30 expansion project, must be absorbed by the I30 construction budget itself and not left to the City following construction.

Please consider the recommendations in the QQA report on minimizing the negative impacts of increased traffic on the downtown Little Rock Community. If bicyclists and pedestrians are not considered, downtown Little Rock will be a less attractive place to live, work and play, regardless of how much time it saves commuters coming in from the suburbs. It will actually subsidize people living outside of the city and encourage further urban sprawl. If bicycling and walking become unsafe, I would consider moving my family to a city that is safer for these activities.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 8:49 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jeremy Adams

**Email:** jremy393@gmail.com

**Address:** 2601 FAIR PARK BLVD

**Telephone:** 9705811113

**Message:**

I don't want to see the 30 Crossing project Downtown. There is no need for this project and the majority of the traffic could be routed around the outer loop. This will make it more dangerous downtown. I don't think you guys care about any of this and just want to spend \$\$\$ for the sake of spending \$\$\$\$. Based off other states I've lived in I am not impressed with ADOT and their planning or projects. You do not have my support for 30 crossing or what you're doing on 630.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Wednesday, July 25, 2018 10:45 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Michael Fincher  
**Email:** mikefinchman@yahoo.com  
**Address:** 12009 paul eells drive  
**Telephone:** 5598242161

**Message:**

I used to live in view of the I-30 bridge on the southern approach. Nearly every single day for years there was some form of wreck/accident/18 wheeler blowouts on the bridge, shutting all traffic down for hours. The 630 bottlenecks into the 30 for both directions. Entrances onto the 30 on the south end of the bridge add to more bottlenecking. There is no emergency lane.

The current central Arkansas highway network is inefficient and produces bottlenecks at every single merger. The roads and highways as designed do not meet current traffic needs, nor do they address future development in the central Arkansas area.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 8:00 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Cole Wisely  
**Email:** colewisely@gmail.com  
**Address:** 753 Grant 58  
Sheridan AR 72150  
**Telephone:** 501-699-0490

**Message:**

I think the 30 crossing project is a critical plan for the Little Rock area, much needed and there's not a better time in history to get it started with our growing economy and strong workforce. This improvement would bring great face to the Little Rock community. I certainly hope to see it happen.

Cole

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 8:19 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** David Cook

**Email:** dwcook53@att.net

**Address:** 1008 Flametree Drive

**Telephone:** 501 539-3354

**Message:**

Additional lanes are needed to better handle the traffic flow.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 8:28 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Claudia Carberry  
**Email:** claudiacarberry.rd@gmail.com  
**Address:** 2310 S Arch St  
**Telephone:** 6185670033

**Message:**

Dear City,

I am a pedestrian. I walk, I bike, and I love downtown Little Rock. I moved here from another state and intend on continuing to live here for years to come in the home that I purchased downtown. Please do not expand I-30. It has the potential to decimate its current pedestrian and cycling friendly status. Increasing the average daily traffic will increase the risk of accidents for residents and tourists that are enjoying sites downtown. Bike sharing is finally coming to Little Rock but this decision may eliminate that as a possibility. Please think beyond the excitement of expansion. Take a walk downtown. Take a bike ride to the Clinton Library.

If the public concerns and comments are ignored and I-30 is indeed expanded through downtown, I urge you to follow the recommendations of the Quapaw Quarter Association Report, which includes absorbing the cost of making this space bike friendly once again. I am in support of 5-6 foot bike lanes and separated bike corridors.

Sincerely,

Claudia Carberry  
A Concerned Pedestrian

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 9:57 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Patrick Staifr  
**Email:** stair@aristotle.net  
**Address:** 411 W. 5th St.  
North Little Rock, Ar 72114  
**Telephone:** 501-376-9637  
**Message:**

Comments on the 30-Crossing project (ArDOT Job Number CA0602):

After attending your public presentation July 12 at the Wyndham Hotel in North Little Rock, I remain opposed to the expansion of I-30 beyond six lanes, and I consider the collector-distributor lanes to be just such an expansion. I feel that ArDOT has not given adequate consideration (and perhaps none at all) to reasonable alternatives that did not include widening the freeway.

As well as I can tell, the only 6-lane alternative you ever put forth is the “no build” option. I would dearly love to see as much effort put into designing what I call an “improved 6-lane” option. In addition to replacing the bridge, perhaps this alternative would involve wider shoulders in the corridor, improved on- and off-ramps, and innovative flyovers at critical junctions (such as I-30 / I-40). There is considerable engineering expertise at the AHTD, and much thought has provided notable improvements in the earliest designs. I would not be surprised to find that an honest and equally determined effort could come up with some very good designs that require only six lanes. Unfortunately, I do not feel that such an effort was undertaken by ArDOT.

I firmly believe that ArDOT began this whole process with the intent to expand the size of the I-30 corridor, and that all the time the public has spent arguing against the expansion has been a waste of effort.

Patrick Stair

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 10:52 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Central High Neighborhood, Inc.  
**Email:** centralhighneighborhood@gmail.com  
**Address:** 1617 S. Battery St.  
LR, Arkansas 72202  
**Telephone:** 5016126232  
**Message:**  
Dear CAP

We live near - and south of - I-630, and use I-30 often. We are concerned that the draft Environmental Assessment prepared for the I-30 Crossing project does not adequately analyze alternatives to the current proposals. We represent the south side of I-630, which forms the racial and class dividing line through the heart of our city. It is obvious to us that downtown highways broke the inner city and built the suburbs. This was, and remains, their intent.

We lost in the building of this dividing line. We do not want to lose again when enlarged highways solidify it further, after years of disruptive construction. For over 50 years, there has been almost no new private residential construction in our historic neighborhoods south of the interstate – while increasingly remote exurban developments race ahead, subsidized by new roads. This tide must turn.

We see no possibility for benefit, and a great risk of suffering further harm, from 1950's style plans that ease the already well-established pathways of white flight from the inner city. These segregationist plans are perfectly suited to continue the region's already far too efficient systems of separating white from black, poor from prosperous, Democrat from Republican. The social, environmental, economic and political impacts of I-30 crossing have not been adequately weighed in the thousands of pages of documents prepared by the Highway Department.

These proposed highway "improvements" risk encouraging further depopulation of our already too empty neighborhoods. They will make our homes, institutions and businesses less desirable, by making them less accessible to a less attractive downtown, and encouraging the highway fed sprawl, which destroyed our neighborhoods in the first place. We have suffered decades of loss of property values, on ours, the "wrong" side of I-630. The current plans seem pre-programmed to bring further loss of property values, when we are finally just beginning to see some increases.

These plans fail to provide for alternatives of improved public transportation, bike paths or any investments whatsoever to foster human scale, urban regeneration that will make more highways,

less necessary. They have been deceptively oversold, with Highway Department encouraged public presentations, showing beautiful pictures of parks that will never be built, just as they were never built above I-630. There are good historic reasons for our suspicion. These cannot be ignored.

The power brokers behind this boondoggle will throw us under their steamrollers, as before. They are not defending our interests, as they have not over the decades. We will pay with continued poverty, empty houses and vacant lots. They will win with fat construction-related contracts and new, wasteful developments far from us. This is the plan. The big money is behind it. And city leadership refuses to protect us, afraid to raise challenges to the Chamber of Commerce status quo.

The Highway Department presents the impacts of the downtown I-30 widening in a contrived vacuum. The assessment ignores the fact that I-30 Crossing is part of a much broader set of planned expansions to the regional highway system, including widening I-630 to ten lanes and turning Rte 67 into an interstate linking Little Rock to St. Louis. Intentionally ripping this assessment out of the true planning context is designed to obscure impacts of what is really going on with the broader system. The Highway Department is impermissibly using a “divide and conquer” approach of looking piecemeal at what are, in fact, much larger plans. This leaves the current assessment unable adequately to consider the true long-term direct, indirect and cumulative impacts of the I-30 crossing project on historic areas. These real impacts need to be studied now, in the real planning context, so that we can know what to expect from this massive expenditure of our tax dollars.

We already know the devastation that poorly planned highways brought our neighborhoods. We may own the wrong side of these tracks, but our existing property rights matter too. Or at least they should. We want the Highway Department to show us clearly that we will not again suffer, as we have in the past. The Department is trying, yet again, to pave even more broadly through the highway damaged heart of downtown. Your goal is to carry more people, faster, away from downtown - and from us. Please tell us, what we are really in for?

If we must suffer again for this “progress”, tell us how, based on careful analysis, sound projections and historical data. Then develop plans with realistic and adequately funded ways to compensate for, and mitigate against, what will, yet again, be taken from us by this State action. Give us more than pretty pictures of parks that will never be, lining massive, unneeded highways that will degrade where we live, purely to benefit others.

Thank you for your consideration.

Central High Neighborhood Association

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 10:53 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Barbara L'Eplatteneir

**Email:** bleplatt@gmail.com

**Address:** 1432 Garland Ave, North Little Rock AR 72116

**Telephone:** 501-838-3639

**Message:**

In the 60's, the thriving community of Ninth Street was killed by the installation of 630. Now 50 years later, ArDOT is planning to do the same to downtown with this new "expansion" by taking away access into the heart of downtown. Frontage roads are not the answer--simply look at Benton, Bryant, and Dallas for how successful frontage roads are--they limit people's access to businesses and shops, they are frustrating, and they create even more traffic problems (Lordy, look at Dallas.)

Little Rock has spent MILLIONS of dollars creating a thriving downtown; ArDOT's plan will effectively seals off the down town.

Rather than throwing up your hands and saying VMT is going to increase! LR's population is going to increase! MORE ROADS! , perhaps ArDot could focus on expanding alternative forms of transportation and ways of making alternative forms of transportation more available and more accessible. Perhaps ArDOt could become more creative--why is there no HOV lane planned, if traffic will increase so much? Why is there not attempts to decrease the VMT?

In addition, the area by the Pentacostal churches just lost 8+ acres of wetland thanks to a new planned development of 900 apartment units (that ArDOT apparently did not know anything about.) Is it really a good idea to take even MORE wetlands from that area? What is the environmental impact of that?

It's pretty clear from all the indices that a good public transit and creating a walkable city is a significant part of a thriving community. ArDOT is once again charging in and making sure that won't happen.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 11:10 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Patricia Blick, Executive Director, Quapaw Quarter Association

**Email:** patricia.blick@quapaw.com

**Address:** P.O. Box 165023

Little Rock, AR 72216

**Telephone:** 501-371-0075 ext. 4

**Message:**

Quapaw Quarter Association

30 Crossing

Environmental Assessment

July 26, 2018

The Quapaw Quarter Association (QQA) has reviewed 30 Crossing Environmental Assessment, ARDOT Job NO. CA0602: I-30 (From I-530/I-440 to I-40) and I-40 (From Hwy. 365/MacArthur Dr. to Hwy.67) Pulaski County, Arkansas; May 2018. We take this opportunity to submit for the record our comments, observations, and recommendations on the 30 Crossing Environmental Assessment (EA). We believe that prior citizen inputs have improved the project and we appreciate ARDOT and FHWA for working with us as we carry out our mission--preserving Greater Little Rock's historic places.

The QQA remains concerned about the final design elements of the project that were not a part of the Draft EA that was provided. The final design details can have a significant impact on the public's acceptance of the project. We also have continuing issues that we do not believe have been acceptably resolved at this point. We are gratified that the majority of traffic exiting from I-30 has been diverted out of the MacArthur Park National Register listed Historic District and away from the National Historic Landmark, U.S. Arsenal, Little Rock. We are also supportive of the decision to retain all on street parking within and adjacent to National Register listed historic districts and individually listed historic properties (Go to: Parking HD ). We continue to advocate for measures to maximize connectivity between the areas on the east and west sides of I-30 and to minimize impacts to historic properties within the undertaking's Area of Potential Effect (APE) (see QQA letter to Randal Looney, FHWA, August 21, 2017 Go to: QQA FHWA Letter 2017 ):

- Limit frontage roads to two lanes
- Install traffic devices allowing pedestrians to cross Capitol, 6th, and 9th Streets easily
- Aggressively slow traffic through enforced speed limits

In addition to the recommendations raised in our comments last year we submit the following

suggestions:

- Application of recommendations found in 30 Crossing Content for Quapaw Quarter Association I-30 Group, 5/21/2018; Patricia M. Blick, Ngozi (Nome) Brown, Brett Budolfson, Ed Sergeant, Tanner A. Weeks. (Go to: QQA Design Team Recommendations)
- Reducing speed limits on I-30 adjacent to historic properties to reduce vehicular noises
- Employ measures to reduce vehicular noise on overpasses

As the primary and longstanding preservation organization focused solely on the greater Little Rock area, the QQA reiterates its request to be a signatory on a Memorandum of Understanding (MOU) in order to ensure the protection of historic properties within the APE in perpetuity, with other signatories to include the Federal Highway Administration, the Arkansas Department of Transportation and the City of Little Rock.

In the future, if and when changes are contemplated, the MOU can be revisited and amended if warranted.

#### I-630 Widening

Although not mentioned in the body of the EA as an indirect or cumulative impact, and instead hidden away in Appendix B of Appendix B, the Traffic Analysis Report of the Interchange Justification Report reaches a surprising conclusion:

Action Alternative 2A: 6-Lane with C/D with SPUI Action Alternative serving downtown Little Rock experiences morning congestion between downtown Little Rock and I-630 due to capacity constraints on I-630 in 2021. The speed profile shows that the travel speeds slow to 20-30 mph and the total congestion lasts approximately 1 hour before travel speeds increase back to free-flow conditions. Five years later in 2026, congestion has increased slightly over time, become more severe and lengthened along the corridor.

The same impact is found on I-30 at the South Terminal in the PM peak unless I-30 is widened to eight lanes west to 65th Street immediately and from 65th Street to Benton prior the 2041 study year. Just as I-30 from the South Terminal to 65th Street will have to be widened immediately in order to make the 30 Crossing project function as designed (a fact acknowledged in the EA and integrated into the many different technical reports assessing the benefits of the project), it is reasonable to also conclude that I-630 will need to be widened immediately in the same manner (a fact that appears to be ignored in the EA).

From our standpoint, then, a decision to approve the 6 lane + CD alternative recommended in the Draft EA will be a de facto decision to widen the eastern part of I-630 through Little Rock's most historic neighborhoods. That indirect and cumulative impact has been part of concerns all along about 30 Crossing (see QQA letter to Randal Looney, FHWA, August 21, 2017)—that it might lead to the “inevitable” widening of I-630 through these historic neighborhoods, resulting in adverse effects on

historic properties. The commencement of the I-630 widening project west of University Avenue appears to make this widening even more inevitable. ARDOT and others consistently have downplayed the tie between 30 Crossing and widening the eastern part of I-630. But Appendix B of Appendix B suggests otherwise, and should have been included prominently in the EA of the 30 Crossing. It was not.

With the inclusion of impacts to I-630 as part of the evaluation of this current undertaking, we seek clarification on whether the stipulations of the Memorandum of Agreement (MOA), Interstate Highway 630, executed in June 1978 between the Advisory Council on Historic Preservation, the Federal Highway Administration, the Arkansas State Historic Preservation Officer, and the Arkansas Highway and Transportation Department were carried out (Go to: MOA 1978 I-630).

Note, in particular Section O. Monitoring for Future Effects, which is included below for reference.

Memorandum of Agreement  
Interstate Highway 630, Federal Highway Administration

#### O. Monitoring for Future Effects

It has been pointed out that the Scott-Cumberland area is rich in historic resources. After the freeway is opened to traffic, the AHTD will monitor these areas to determine increases in possible freeway-related noise and air pollution. If levels exceed Federal standards, mitigation will be provided, such as double glazing, storm windows, extra landscaping, etc. If particulates above acceptable levels are produced by freeway or freeway-related traffic, electro static filters will be provided. The FHWA will review this monitoring.

It should be pointed out that air pollution has been calculated using the worst hypothetical conditions possible, such as maximum traffic, extremely poor weather conditions, and peal inversion times. Even under these conditions, the calculations indicate that pollution produced will be substantially below maximum acceptable levels.

In other words, there should be no unacceptable air pollution.

Monitoring will also take place at the other properties identified in the first paragraph of this Agreement [MacArthur Park Historic District, Mt. Holly Cemetery, Reichart House, Governor's Mansion Historic District, a structure east of I-30 at 1500 College Street, a structure east of I-30 at 1501 Welsh Street, First Methodist Church at 8th and Center, a structure at 1221 Louisiana, a structure at 1305 Louisiana Street, Conrad House] as well as any other historic places which might be identified by SHPO's survey. If freeway-related impacts are produced on these structures, mitigation such as described above will be provided.

We are aware of studies that purport a link between proximity to freeways with significant negative

health impacts, particularly for children. See the Nelson/Nygaard 30 Crossing Strategies Report of June 2016, Health and Freeway Proximity, pp 4/9-10. Frankly, to our knowledge, we are not aware of monitoring contemplated in the 1978 MOA being done at any time, and it certainly was not done as part of the 30 Crossing EA. This was a concern during construction of I-630 and remains a concern 40 years later, today as additional expansion is anticipated.

Consequently, the QQA believes that to not include the widening required on I-630 as the result of constructing 30 Crossing in the EA recommendation is an improper segmentation of the project's environmental analysis and, therefore, the EA as published for comment is incomplete. Further, we call upon ARDOT and FHWA to immediately honor the monitoring requirements of the referenced MOA as the 30 Crossing project independently, or including the referenced I-630 widening, effects the enumerated historic properties mentioned in the MOA as well as additional historic properties identified since 1978.

## Connecting Arkansas Program

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**From:** Patricia Blick <patricia.blick@quapaw.com>  
**Sent:** Thursday, July 26, 2018 11:14 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** Re: 30 Crossing Public Hearing Comment  
**Attachments:** QQA 30 Crossing EA Comments July 2018.pdf

Hi Jon,

I am attaching the comments I submitted via the website, it looked like my link to the documents we reference didn't translate into the submittal-

So I am sending this along so that the documents referenced are part of the record-

Thank you,

Patricia

On Thu, Jul 26, 2018 at 11:09 AM, <[info@connectingarkansasprogram.com](mailto:info@connectingarkansasprogram.com)> wrote:

Thank you for providing us with your comments. Your comments have been submitted to the project team and will be included in the project record. After the comment period ends, a public hearing document will be prepared and will include all comments received along with standard responses to the comments. In addition, all comments will be posted on the 30 Crossing website upon the completion of the public hearing document.

Jon Hetzel  
CAP Communications Manager  
501-255-1519  
[Info@30Crossing.com](mailto:Info@30Crossing.com)

--

Patricia M. Blick  
Executive Director  
Quapaw Quarter Association  
Curran Hall  
615 E. Capitol Avenue  
P.O. Box 165023  
Little Rock, Arkansas 72216

501-371-0075 Ext. 4

[Quapaw.com](http://Quapaw.com)



Quapaw Quarter Association  
30 Crossing  
Environmental Assessment  
July 26, 2018

The Quapaw Quarter Association (QQA) has reviewed *30 Crossing Environmental Assessment, ARDOT Job NO. CA0602: I-30 (From I-530/I-440 to I-40) and I-40 (From Hwy. 365/MacArthur Dr. to Hwy.67) Pulaski County, Arkansas; May 2018*. We take this opportunity to submit for the record our comments, observations, and recommendations on the 30 Crossing Environmental Assessment (EA). We believe that prior citizen inputs have improved the project and we appreciate ARDOT and FHWA for working with us as we carry out our mission--preserving Greater Little Rock's historic places.

The QQA remains concerned about the final design elements of the project that were not a part of the Draft EA that was provided. The final design details can have a significant impact on the public's acceptance of the project. We also have continuing issues that we do not believe have been acceptably resolved at this point. We are gratified that the majority of traffic exiting from I-30 has been diverted out of the MacArthur Park National Register listed Historic District and away from the National Historic Landmark, U.S. Arsenal, Little Rock. We are also supportive of the decision to retain all on street parking within and adjacent to National Register listed historic districts and individually listed historic properties (Go to: [Parking HD](#) ). We continue to advocate for measures to maximize connectivity between the areas on the east and west sides of I-30 and to minimize impacts to historic properties within the undertaking's Area of Potential Effect (APE) (see QQA letter to Randal Looney, FHWA, August 21, 2017 Go to: [QQA FHWA Letter 2017](#) ):

- Limit frontage roads to two lanes
- Install traffic devices allowing pedestrians to cross Capitol, 6<sup>th</sup>, and 9<sup>th</sup> Streets easily
- Aggressively slow traffic through enforced speed limits

In addition to the recommendations raised in our comments last year we submit the following suggestions:

- Application of recommendations found in *30 Crossing Content for Quapaw Quarter Association I-30 Group, 5/21/2018*; Patricia M. Blick, Ngozi (Nome) Brown, Brett Budolfson, Ed Sergeant, Tanner A. Weeks. (Go to: [QQA Design Team Recommendations](#))
- Reducing speed limits on I-30 adjacent to historic properties to reduce vehicular noises
- Employ measures to reduce vehicular noise on overpasses

As the primary and longstanding preservation organization focused solely on the greater Little Rock area, the QQA reiterates its request to be a signatory on a Memorandum of Understanding (MOU) in order to ensure the protection of historic properties within the APE in perpetuity, with other signatories to include the Federal Highway Administration, the Arkansas Department of Transportation and the City of Little Rock.

In the future, if and when changes are contemplated, the MOU can be revisited and amended if warranted.

### I-630 Widening

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*Action Alternative 2A: 6-Lane with C/D with SPUI Action Alternative serving downtown Little Rock experiences morning congestion between downtown Little Rock and I-630 due to capacity constraints on I-630 in 2021. The speed profile shows that the travel speeds slow to 20-30 mph and the total congestion lasts approximately 1 hour before travel speeds increase back to free-flow conditions. Five years later in 2026, congestion has increased slightly over time, become more severe and lengthened along the corridor.*

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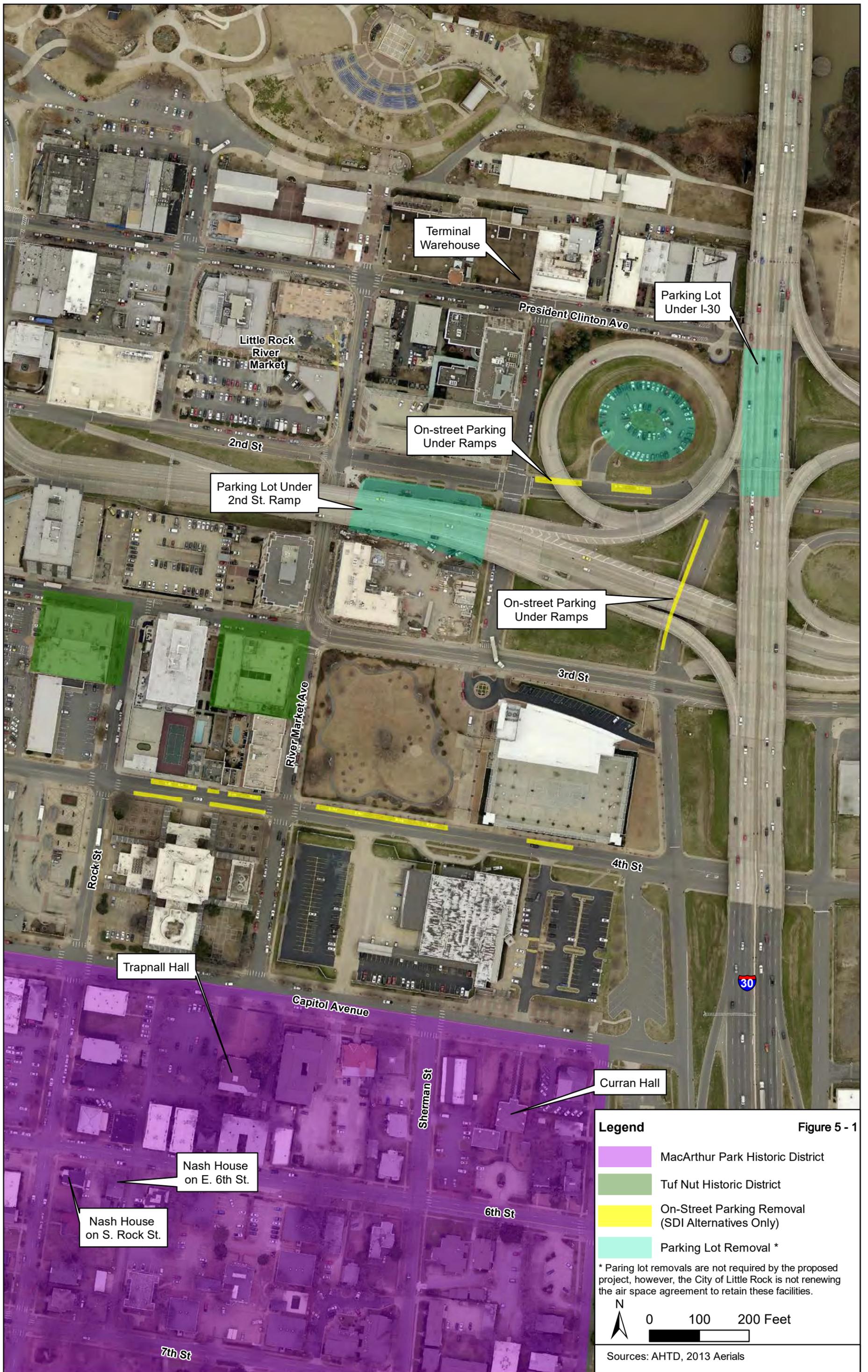


Figure 5 - 1



August 21, 2017

Mr. Randall Looney  
 Environmental Coordinator  
 Arkansas Division  
 Federal Highway Administration  
 700 Capitol Avenue  
 Suite 3130  
 Little Rock, AR 72201

RE: 30 Crossing, Section 106 Consultation

Dear Mr. Looney:

*As an organization with a demonstrated interest in the undertaking...due to our concern with the undertaking's effects on historic properties* the Quapaw Quarter Association (QQA) is a consulting party for the above-referenced undertaking in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR 800.2 (c(5)). We write to provide comments on "30 Crossing" project to replace the I-30 bridge and modify interchanges on both sides of the Arkansas river and related matters.

When this project was initially introduced, we distributed a statement with our comments and concerns, which may be found at: [<http://www.quapaw.com/welcome.html>]. Now that this project has progressed, the QQA Board revisited our initial statement and has decided to provide updated comments, specifically addressing concerns to impacts on historic neighborhoods by the 30 Crossing project and subsequent projects that could follow 30 Crossing. The letter then addresses specific requests regarding the Section 106 process, including the QQA's desire to be an invited signatory.

**30 Crossing Alternatives and Impacts on Downtown Neighborhoods.** Now that all 30 Crossing project alternatives have been identified we are able quantify the impacts to known historic properties each presents. We understand that almost all the work for this project, regardless of which alternative is selected, will take place within the existing right of way, and that little land acquisition is necessary. With respect to direct impacts on historic properties, none are anticipated to those historic properties currently identified within the area of potential effect, however, there may be discoveries, primarily archeological sites, during construction. Though

Board of Directors  
**Chuck Cliett,**  
 President  
**Ashli Ahrens,**  
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**Laura Sergeant,**  
 VP of Advocacy  
**Molly McNulty,**  
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**Toni Johnson,**  
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**John Herzog,**  
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 Barry Coplin  
 Shana Graves  
 Gabe Holmstrom  
 Kathi Jones  
 Kathy McCarroll  
 Kathleen McDonald  
 Yvette Parker  
 David Robinson  
 Tom Wittenberg



direct impacts to historic standing structures are not anticipated now, we do anticipate indirect impacts to historic properties if any alternative, other than no build, moves ahead. As we stated during the Metroplan public hearing on May 17, 2017:

“The mission of the Quapaw Quarter Association is preserving greater Little Rock's historic places. I just have a brief statement I'd like to share with you. As this undertaking evolves, we will continue to advocate to avoid and minimize adverse effects on historic properties, in accordance with Section 106 of the National Historic Preservation Act. "Historic properties" includes significant individual properties, historic districts, and archaeological sites. At this point we do not know if there will be direct or indirect impacts to historic properties. We do request an assessment of all the impacts to historic properties, because in the end, we may save the buildings but if the environment is so heavily compromised and the quality of life has eroded, people will not want to live or work there. We ask that the decision-makers keep this in mind as they move ahead with this project.”

The alternatives under consideration are as follows:

- No build
- 6-Lane with Collector Distributor lanes with a single point urban interchange (SPUI)
- 6-Lane with Collector Distributor lanes with a split-diamond interchange
- 8-Lane General Purpose with a SPUI
- 8-Lane General Purpose with a split-diamond interchange

The greatest concern from the perspective of the QQA is the impact on the MacArthur Park National Register Listed Historic District, and the United States Arsenal, Little Rock, a National Historic Landmark as part of Steel's Camden Expedition. The MacArthur Park Historic District and the United States Arsenal, Little Rock, are impacted most directly by 30 Crossing alternatives featuring the split diamond interchange, because increased traffic will be directed off the Interstate and on to Capitol, 6<sup>th</sup>, and 9<sup>th</sup> Streets. The no-build option, or the options with the SPUI, would have less impact on the MacArthur Park neighborhood and the NHL United States Arsenal, Little Rock.

That said, the QQA recognizes that the attempts to improve the current dangerous interchange feeding interstate traffic into the pedestrian heart of the River Market are complex, with no perfect answers. Our Board is not of one mind when evaluating the SPUI versus split diamond options. We acknowledge that the SPUI does not adequately address safety issues in the River Market, and perpetuates some of the same problems with the present interchange. But we also have very serious concerns about the split diamond options and the resulting increased traffic pressures on Capitol Avenue, 6<sup>th</sup> Street, and 9<sup>th</sup> Street, which run through the heart of the MacArthur Park Historic District, adjacent to United States Arsenal, Little Rock, and an up-and-coming North Main Street corridor. As a preservation organization, we cannot advocate removing street parking so that exiting vehicles can rush through these historic and important neighborhoods, just as the River Market's dramatic revitalization, and the pedestrian culture

that has accompanied it, move south into these areas. Any split diamond implementation should include a Memorandum of Agreement, which could only be modified through consultation and agreement by signatories and consulting parties that will:

- Limit frontage roads to two lanes;
- Aggressively slow traffic through enforced speed limits;
- Maintain all street parking currently on Capitol, 6<sup>th</sup>, and 9<sup>th</sup>;
- Install traffic devices allowing pedestrians to cross Capitol, 6<sup>th</sup>, and 9<sup>th</sup>.

In short, the Split Diamond must not destroy the energy and revitalization in the MacArthur Park Historic District and the North Main Street corridor nor adversely affect the United States Arsenal, Little Rock.

**The Aftermath of 30-Crossing and “Major Widening” Concerns About I-630.** The QQA is disappointed with the amendment to Metroplan’s long-range metropolitan transportation plan, *Imagine Central Arkansas*, to replace the words “Operational Improvements” with “Capacity Improvements,” which includes within its definition “major widening” of current freeways based on anticipated congestion. The QQA does not support this amendment. At a briefing of the QQA by the Arkansas Department of Transportation and Metroplan on June 8, 2017, the Highway Department representative indicated the amendment was not necessary for 30 Crossing, although the Metroplan representative appeared to disagree with the notion that the Highway Department had not advocated for the amendment.

Regardless of whose idea it was, a Metroplan list of illustrative projects that may need capacity improvements, including “major widening,” in the aftermath of 30 Crossing includes I-630 from I-30 past Louisiana Street. QQA opposes any widening of I-630. The role that I-630’s construction played in destroying vibrant 9<sup>th</sup> Street commerce, eliminating or devaluing key structures, physically dividing the community, mostly along racial lines, and dealing an almost fatal blow to the vibrancy of downtown Little Rock is well -documented. Widening I-630 once again would have a devastating impact on historic neighborhoods along its route. If traffic flow needs to be eased, we urge Metroplan and its member city and county governments, the Department of Transportation and all interested parties to look to alternative traffic routes and creative urban planning to enhance, not further divide, the center of our city.

**Section 106: Request to be Invited Signatory and Other Issues.** In accordance with Section 36 CFR 800.6 (c(2(i))) *Resolution of adverse effects; Signatories; Invited Signatories*, the QQA respectfully requests to be invited serve as a signatory on any agreement documents associated with the 30 Crossing project. The QQA has been an integral part of historic preservation in Little Rock since 1968 and is uniquely qualified to serve in this capacity.

At the last Section 106 Consultation meeting, a discrepancy with the boundary of the MacArthur Park Historic District was identified. Since the noise measurements we reviewed were limited to impacts on historic properties, we seek to get information on the noise levels at

Marshall Square and Rockefeller Elementary, which may in fact, fall within the MacArthur Park Historic District. We anticipate additional discussions about the options and desirability of noise walls to minimize the traffic noise both north and south of the river.

The simulations and plans presented at public meetings are helpful, but it is challenging to gain a sense of the scale of the proposed roads, overpasses, bridges, and frontage roads in relation to the existing built environment and especially the historic properties. We would request that the project proponents construct a scale model so that the magnitude and relationship of the proposed projects is easier to comprehend.

The QQA appreciates this opportunity to participate in Section 106 Consultation on this important project. We look forward to further collaboration as this project moves forward.

Please do not hesitate to contact any of us if you have any questions.

Sincerely,



Patricia M. Blick  
Executive Director



Charles Cliett  
QQA Board President



Laura Sergeant  
QQA Vice President,  
Advocacy

C: John Fleming, ARDOT  
Stacy Hurst, SHPO  
Tab Townsell, Metroplan



# CONTENT FOR QUAPAW QUARTER ASSOCIATION I-30 GROUP

**Patricia M. Blick, Executive Director**  
QUAPAW QUARTER ASSOCIATION

**Ngozi (Nome) Brown, AIA, NCARB, NCIDQ, M. Ed., LEED® AP ND, EDAC, GPCP**  
WOODS GROUP ARCHITECTS

**Brett Budolfson**  
LITTLE ROCK BIKE FRIENDLY COMMUNITY COMMITTEE

**Ed Sergeant, AIA**  
SERGEANT ARCHITECTURE, PLLC

**Tanner A. Weeks, PLA**  
ECOLOGICAL DESIGN GROUP

**5.21.2018**

*Note:* The following report considers the impact of and recommendations for the I-30 corridor expansion and surrounded area of impact between the Arkansas River and I-630.

## **I-30 Expansion Impact**

### **Safety**

The I-30 expansion will dramatically increase vehicular traffic on our downtown streets, especially in the Rivermarket area (Fig. 1). This presents several concerns. Perhaps the most important set of concerns are for the safety of people walking and biking. The Little Rock metro area is considered the 14<sup>th</sup> most dangerous metro area to walk in the country<sup>1</sup> and Arkansas is considered the third most dangerous state to commute by bike.<sup>2</sup> The I-30 expansion project could increase risks to pedestrians and bicyclists.

Broadway St. (AR 708), from the Arkansas River to I-630, is currently the most dangerous corridor for pedestrians in all of Central Arkansas with a crash rate of 63.49 (the next highest is 45.45). Broadway has many pedestrian safety countermeasures in place, so why is it so dangerous? The most intuitive reason is because Broadway is a high volume corridor for both vehicles (ADT 19-22K) and pedestrians.<sup>3</sup>

Broadway St. safety is relevant to this discussion because 30 Crossing will create *higher* traffic densities than Broadway on Mahlon Martin St. (from its current 2K to 24.5K ADT) in an area with even *more* pedestrians (between Rivermarket and the Clinton Library). ADT on 3<sup>rd</sup> St., a growing ped-friendly area<sup>4,5</sup>, will increase from 4.1K to 11K (Fig. 1). ADT on Cumberland between 2<sup>nd</sup> and 3<sup>rd</sup> St., a block hosting a walking tour of historic buildings associated with Historic Arkansas Museum, will increase from 8.3K to 16.5K (Fig. 1). ADT on 4<sup>th</sup> St. will increase from 2.1K to 12K, making it much more dangerous for Rock Region Metro’s users to get from the central hub (River Cities Travel Center) to amenities and jobs on Rivermarket (Figs. 1 & 2).

ArDOT should embrace its Toward Zero Deaths principles not simply in the I-30 right of way, but in the area of impact of the I-30 expansion project (i.e. where traffic counts on local streets are affected by the I-30 expansion), and spare no expense to protect vulnerable road users.

### **Local Transportation Choices**

Arkansas is the most physically inactive, the fourth most hypertensive and diabetic, and the third most obese state in the country.<sup>6</sup> Little Rock is no exception; we are the third most obese city in the country.<sup>7</sup> Little Rock is concerned about this public health emergency. One response

<sup>1</sup> <https://smartgrowthamerica.org/dangerous-by-design/>

<sup>2</sup> [http://bikeleague.org/sites/default/files/BFS2017\\_ReportCard\\_Arkansas.pdf](http://bikeleague.org/sites/default/files/BFS2017_ReportCard_Arkansas.pdf) (48/50 re: Safety due to 30.3 fatalities per 10K bike commuters. Little Rock is similar with 25 fatalities per 10K bike commuters (LAB 2016))

<sup>3</sup> <http://www.metroplan.org/sites/default/files/media/transportationStudies/2015Ped-BikeCrashAnalysis.pdf> (Table 2)

<sup>4</sup> e.g. Andina Café, Tuff Nut Brewing Co., Stratton’s Market, Blue Canoe Brewing Co., Poke Hula, Dugan’s Pub

<sup>5</sup> While 3<sup>rd</sup> St.’s projected traffic was reported from River Market Dr. to Sherman, the traffic appears to be primarily flowing from Cumberland to I-30 along 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets, making projected traffic counts similar.

<sup>6</sup> [www.stateofobesity.org/](http://www.stateofobesity.org/)

<sup>7</sup> <https://www.physiciansweekly.com/the-20-fattest-cities-in-america-2017/>



**Figure 1.** Vehicular traffic between Cumberland, Mahlon Martin, 2<sup>nd</sup> and 4<sup>th</sup> St. will sharply increase with the I-30 expansion. ADT estimates provided by Benjamin Browning, ArDOT.

was to embrace active transportation, ratified with a Complete Streets Ordinance (#21029), mandating that streets safely and comfortably accommodate bikes, pedestrians, and transit. Another response has been to partner with Metroplan to launch a bikeshare program whose focal area is squarely within the I-30 expansion area of impact. Unless bold measures are taken to protect bicycle and pedestrian modes in the one of the most walkable districts in Little Rock, the I-30 project will displace active transportation modes and thwart our bikeshare program. This would directly conflict with our local transportation choices, initiatives, and ordinance. ArDOT should include generous investment in bicycle, pedestrian and transit alternatives in the area of impact to mitigate the effects of its I-30 expansion project.

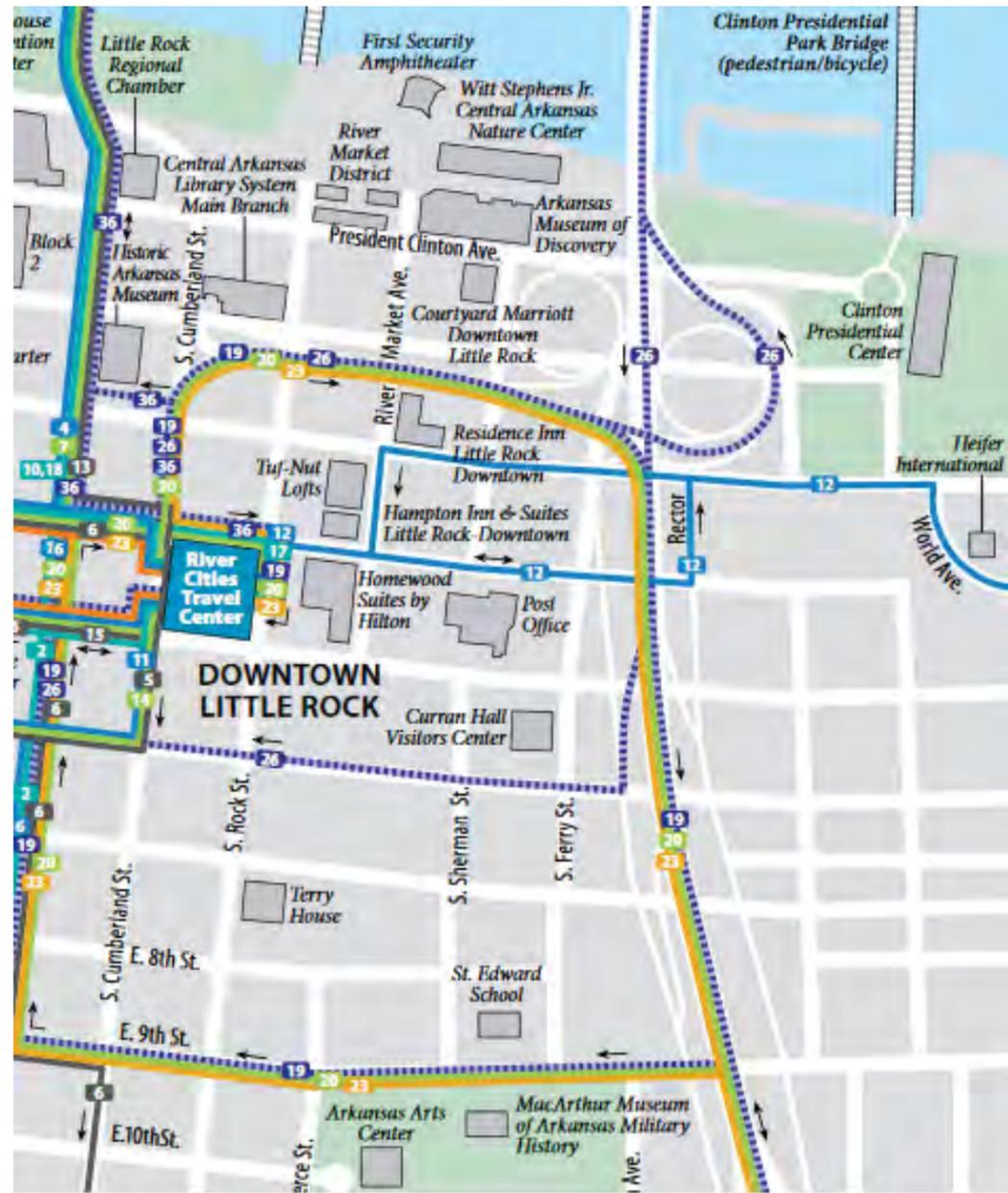


Figure 2. Current Rock Region Metro routes in the I-30 expansion corridor considered.

### Economy and Tourism

Tourism is critical to Little Rock’s economy. Last year, 6.4 million tourists visited Pulaski County, spending just under \$2 billion dollars (Table 1). The Clinton Presidential Library, Little Rock’s biggest tourist attraction, is responsible for the revitalization of the pedestrian-friendly Rivermarket District.<sup>8</sup> The Rivermarket District is where tourists spend much of that \$2 billion dollars (Fig. 3). A bike- and pedestrian-friendly Rivermarket area is important to maintain a place where tourists want to spend time and money. A welcoming corridor between the Clinton Library and Rivermarket is important to draw tourists into Rivermarket. Rivermarket is currently among the most bicycle- and pedestrian-friendly districts in Little Rock and the connection between the Clinton Library and Rivermarket is reasonably strong. The City intends to further strengthen bike-friendliness in Rivermarket by adding a bikeshare system and strengthen the connection between Rivermarket and the Clinton Library by adding bike share stations at each location.

COUNTY	TOTAL TRAVEL EXPENDITURES (DOLLARS)	TRAVEL-GENERATED PAYROLL (DOLLARS)	TRAVEL-GENERATED EMPLOYMENT (JOBS)	TRAVEL-GENERATED STATE TAX (DOLLARS)	TRAVEL-GENERATED LOCAL TAX (DOLLARS)	VISITORS (PERSON-TRIPS)
<b>HEART OF ARKANSAS</b>						
FAULKNER	130,734,929	24,080,623	1,189	7,803,516	2,187,348	527,643
LONOKE	42,753,676	7,117,777	334	2,561,224	737,942	163,033
PRAIRIE	6,372,999	963,216	51	392,794	145,507	25,397
PULASKI	1,950,350,869	368,694,513	13,786	74,252,067	33,335,438	6,412,681
SALINE	72,746,403	13,287,380	710	4,312,578	1,320,813	289,664
<b>TOTAL</b>	<b>2,202,958,875</b>	<b>414,143,510</b>	<b>16,070</b>	<b>89,322,179</b>	<b>37,727,048</b>	<b>7,418,418</b>

Table 1. Pulaski had over twice as many tourists than the next most visited county in AR (Garland).<sup>9</sup>

The I-30 expansion is going to radically increase vehicular traffic throughout the Rivermarket District (Fig. 1). It will also weaken the connection between the Clinton Library and the Rivermarket District through the increased traffic, increasing vehicular noise from I-30 overhead, and increasing the highway canopy under which pedestrians must walk. To avoid substantial harm to Little Rock’s economy, it is important that the I-30 expansion project include enhancements to bicycle and pedestrian infrastructure throughout the I-30 area of impact and particularly between the Clinton Library to Rivermarket greater than or equal to the negative impacts the project will have on these modes.

### Historical Sites

The I-30 expansion is in the immediate vicinity of significant historic properties as delineated in ArDOT’s constraints map seen in Figure 4. This map indicates the locations of several individual properties listed in the National Register of Historic Places as well as National Register listed Historic Districts. These cultural resources contribute to Little Rock’s attractiveness as a

<sup>8</sup> <http://www.arkansasbusiness.com/public/Clinton-Center-Impact-Analysis.pdf>

<sup>9</sup> [https://www.arkansas.com/userfiles/annual\\_report\\_2017/APT\\_34371\\_ECONOMIC\\_IMPACT\\_REPORT\\_FPO.pdf](https://www.arkansas.com/userfiles/annual_report_2017/APT_34371_ECONOMIC_IMPACT_REPORT_FPO.pdf)

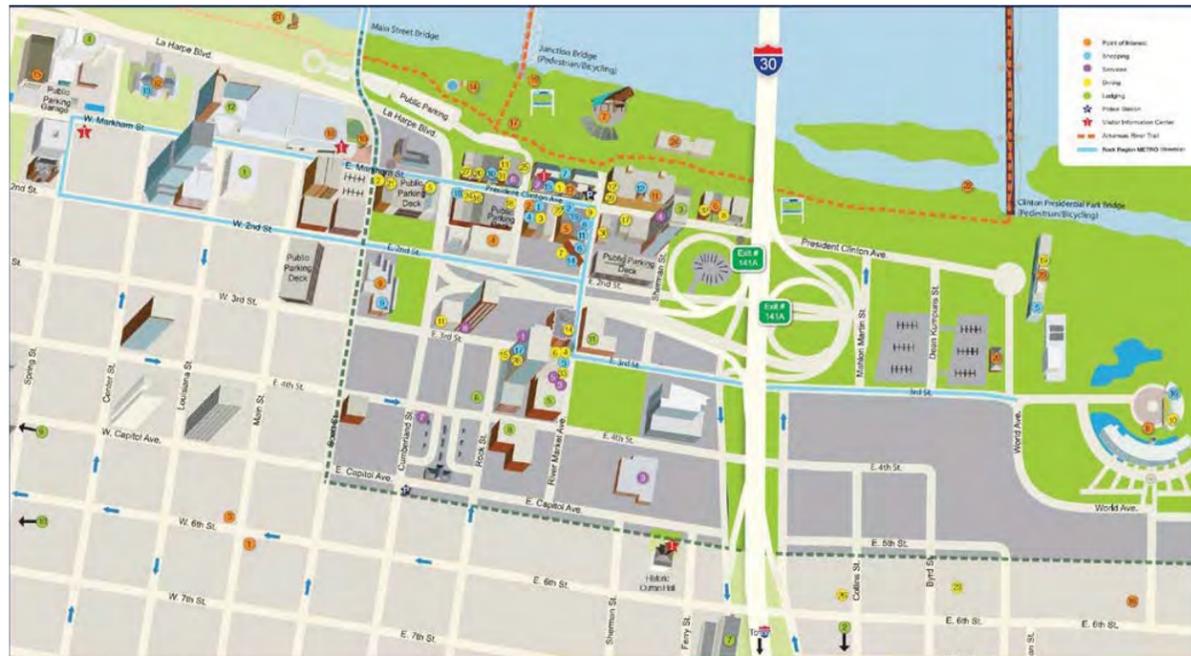


Figure 3. Rivermarket's boundaries are very similar to the I-30 project's area of impact (Fig. 1).<sup>10</sup>

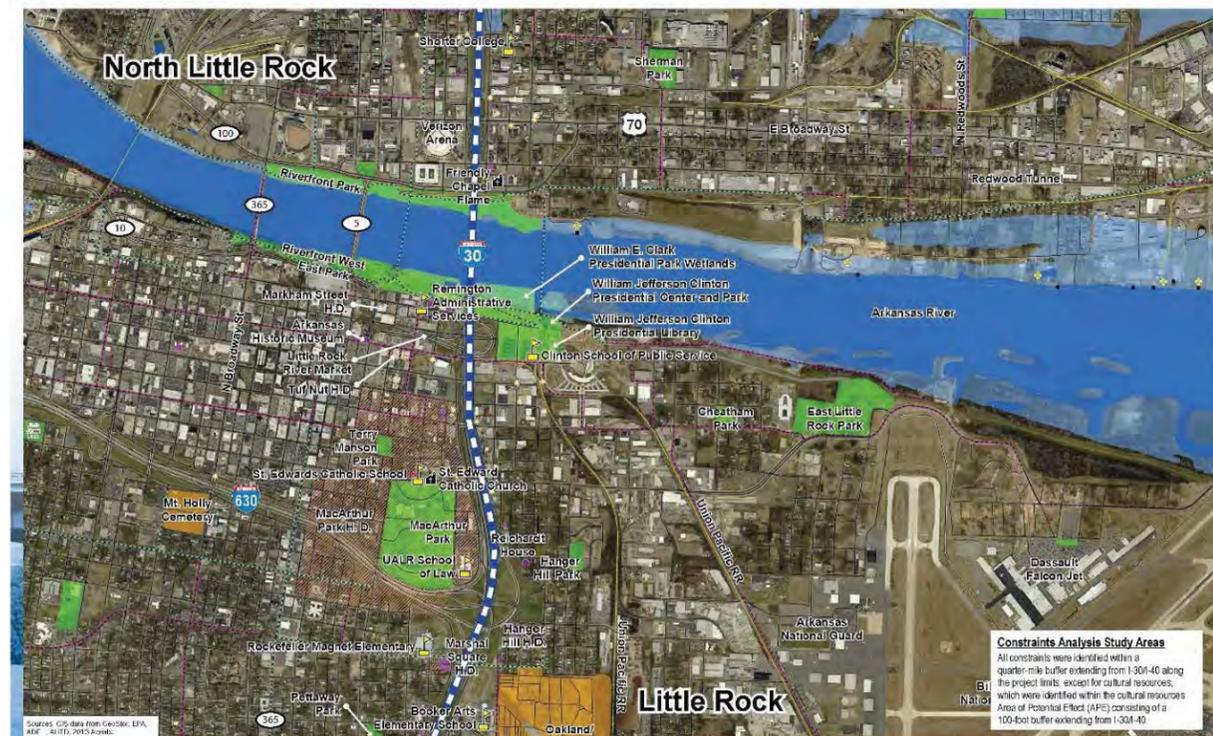


Figure 4. The Constraints Map Central (CA0602) shown by ArDOT in the April 26, 2016 public meeting.

<sup>10</sup> <https://www.rivermarket.info/maps>

heritage tourism destination. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, the Federal Highway Department and ArDOT must seek ways to avoid, minimize and mitigate any adverse effects on historic properties, to include the built environment and archaeological resources. Consultation with the State Historic Preservation Office, Department of Arkansas Heritage, as well as identified consulting parties is ongoing. Every effort must be made to protect and not diminish their significant historic settings.

**Poverty and Transportation Equity**

Immediately south of the Rivermarket District is an extremely poor area of Little Rock (Fig. 5). Poverty in this neighborhood creates challenges for resiliency to the changes resulting from the I-30 expansion. Notably, over 25% of these households do not own cars (Fig. 6). All of this area is considered transit-accessible if allowing a ¼ mile buffer from all transit routes (Fig. 2 and Imagine Central Arkansas Fig. 4-20). Of course that ¼ mile between a bus route and a home is traveled on foot or by bike. Safety impacts caused by I-30 expansion induced increases in traffic volumes must be mitigated by increased investment in bicycle and pedestrian infrastructure. Anything less will result in the I-30 expansion project decreasing transportation equity in Little Rock.

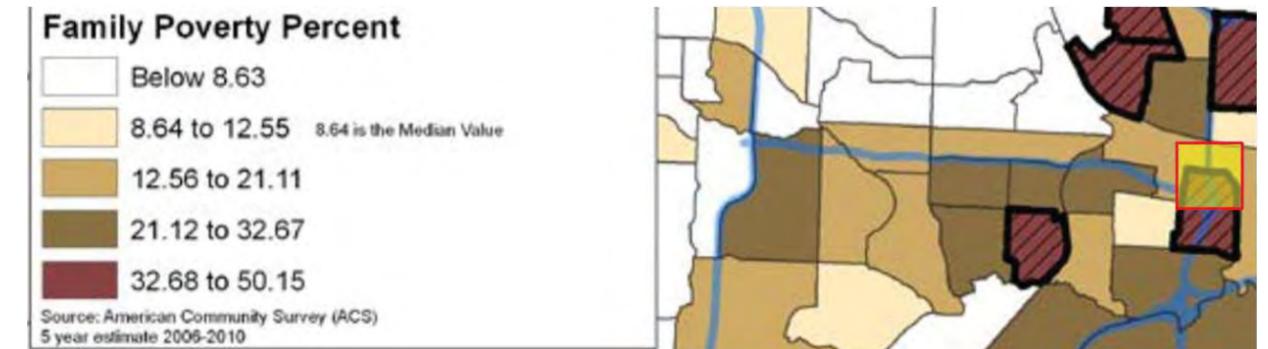


Figure 5. The majority of the I-30 corridor between the Arkansas River and I-630 (yellow highlight) is extremely poor. Imagine Central Arkansas Figure 4-15.

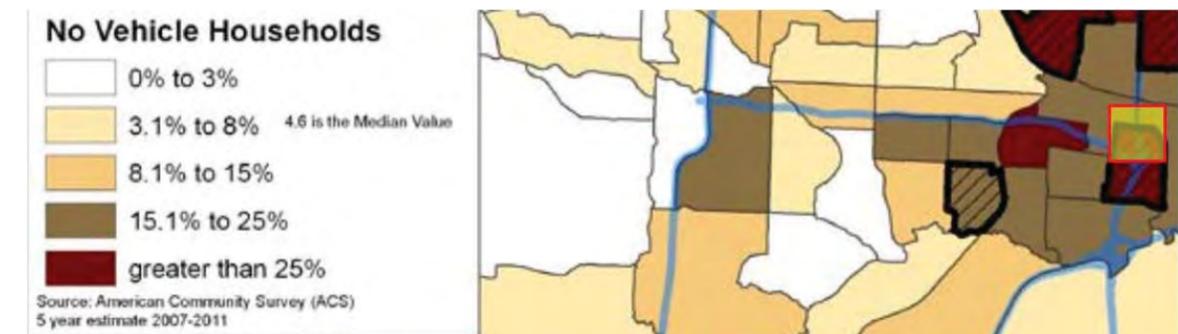
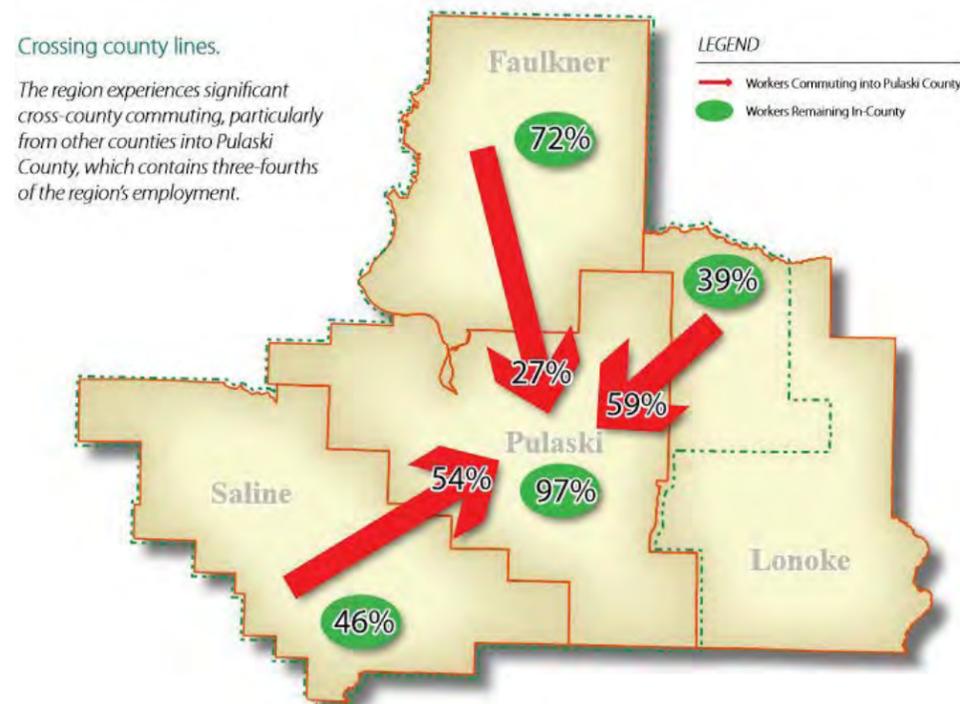


Figure 6. Over 25% of the households in the majority of the I-30 corridor between the Arkansas River and I-630 (yellow highlight) have no vehicles. Imagine Central Arkansas Figure 4-21.

### I-30 Creates Local Infrastructure Needs While Reducing Local Tax Base

Cross county commuting is already a significant problem in our area; residents in the Little Rock metro area on average travel 38.9 miles per day, the highest of the 52 metro areas in the CEOs for Cities program (Fig. 7).<sup>11</sup> Cross county commuters use and depend on Little Rock infrastructure during the day, but have limited financial contributions to that infrastructure because they reside outside the City. The City therefore already has a challenging burden to pay for infrastructure to support the residents of surrounding municipalities. The I-30 expansion project will incentivize cross country commuting (induced demand), increase vehicle miles traveled per day, further remove users of Little Rock’s infrastructure from financially contributing to it, and create a need to remake local streets to accommodate traffic patterns altered by I-30 expansion (Fig. 1).<sup>12</sup>

Because this project will both create the need for substantial changes to local infrastructure *and* take away the tax base from which the City can make those changes, all infrastructure costs associated with I-30 expansion, within and outside of ArDOT right of way, should be included in the I-30 construction budget. The financial burden to accommodate bicycle and pedestrian traffic modes, to avoid displacement by the I-30 expansion project, must be absorbed by the I-30 construction budget itself and not simply be left to the City following construction.



**Figure 7.** Many of Little Rock’s employees do not live and pay taxes within the City but do use and depend on the City’s infrastructure, creating an economic burden for residents.<sup>13</sup>

<sup>11</sup> <http://www.metroplan.org/sites/default/files/media/longRangePlan/2014-12-ICA-AppendixI-LivabilityIndex.pdf>

<sup>12</sup> Duranton, G. and M.A. Turner. 2011. The fundamental law of road congestion: Evidence from US Cities. *American Economic Review*, 101(6): 2616-52

<sup>13</sup> [http://metroplan.org/sites/default/files/media/longRangePlan/LongRangePlan\\_June-2017.pdf](http://metroplan.org/sites/default/files/media/longRangePlan/LongRangePlan_June-2017.pdf), pg. 33

### Quapaw Quarter Recommendations

#### Pedestrian Considerations – General

As discussed above, severely increased vehicular traffic volumes on Little Rock city streets will marginalize other transportation modes (pedestrians, bicycles, and transit), inconsistent with our legislated Complete Streets approach to transportation, unless the project makes substantial investments in those modes in the area of impact. Because this project will insert heavy traffic volumes into a region with existing high pedestrian volumes and large numbers of tourists unfamiliar with navigating this specific streetscape, it is important that ArDOT be willing to go beyond the minimum requirements when considering accommodations for vulnerable road users.

Sidewalks should be present on both sides of all streets within the I-30 area of impact unless otherwise noted. These sidewalk corridors are assumed and therefore not always included in the diagrams below. Where existing sidewalks will be retained, their current width and placement is sufficient unless the sidewalk is narrower than 5 ft. wide with a 5 ft. (or wider) greenspace buffer or 6 ft. wide curbside, in disrepair enough so as not to allow wheelchair passage, or unless otherwise noted. However, where sidewalks will be removed or do not currently exist, sidewalks should be constructed at least 6 ft. wide with at least a 5 ft. buffered greenspace when right of way allows. If sidewalks must fall outside of ArDOT right of way to create adequate greenspace and sidewalk width, the project should make a good faith effort to obtain the necessary right of way. Traffic light post, signage, or other obstructions should not be placed within the sidewalk corridor or otherwise block pedestrian movement. All pedestrian infrastructures should meet or exceed ADA requirements.

Controlled pedestrian crossings should include pedestrian signals, traffic signal enhancements (i.e. countdown), extended (on-demand) phases allowing disabled pedestrians time to cross, ADA compliance, right turn restrictions where possible, advanced stop lines, crosswalk visibility enhancements, raised crosswalks (where appropriate), and leading pedestrian intervals.<sup>14</sup> Uncontrolled pedestrian crossings should include all possible treatments in FHWA’s Safe Transportation for Every Pedestrian program, including strong overhead lighting.<sup>15</sup> Because of the volume of pedestrians and vehicles co-existing in this space, ArDOT’s construction budget should make every reasonable countermeasure to increase pedestrian safety and comfort within the area of impact, consistent with ArDOT’s Toward Zero Deaths program.<sup>16</sup>

#### Bicycle Considerations – General

ArDOT should also make substantial investments to retain the bicycle as a safe and viable transportation mode in the area of impact. ArDOT should be willing to go beyond minimum guidelines to mitigate the project’s impact. Conventional bike lanes wider than 5 ft. should be

<sup>14</sup> <https://nacto.org/publication/urban-street-design-guide/intersections/>

<sup>15</sup> [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/step.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)

<sup>16</sup> <http://www.pedbikesafe.org/PEDSAFE/countermeasures.cfm>

considered whenever possible, as AASHTO guidelines suggest when traffic volumes are high (a condition the I-30 project will create on local roads within the area of impact) or when the bicycle mode is particularly important (as it is in our downtown area). More current and protective NACTO and FHWA guidelines, including guidelines for buffered and protected bike lanes, should be consulted and these facilities considered, to increase bicycle safety and comfort in the face of higher traffic volumes.<sup>17,18</sup> ArDOT should be willing to make these investments to mitigate the project’s impact in the area of impact on the safety, health, and economy of Little Rock (Fig. 1).

The only bike lanes currently installed in downtown Little Rock are on Lafayette and Main Streets. The viability of a bike as a transportation mode in the downtown area currently depends on a dense street network with little vehicular traffic. I-30 will substantially increase traffic on many of our downtown streets (Fig. 1). Unless ArDOT makes a serious effort to accommodate bikes downtown in the I-30 expansion budget, higher vehicular volumes will push out this mode and cripple our bikeshare program. I-30 expansion will require an effective bike network to be **denser** than proposed on our Master Bike Plan; increased traffic will make people less willing to bike off of streets with bike lanes to connect origins and destinations. Bike lanes must be **higher quality** than a 5 ft. conventional bike lane to create better separation between vehicles and higher traffic volumes. Current research clearly shows that protected bike lanes have a strong effect to promote ridership while conventional bike lanes do not.<sup>19</sup> This is especially true for the downtown area, where risk averse tourists and downtown employees will not use conventional bike lanes in mass but would use protected bike lanes and sidepaths.<sup>20</sup> Bike lanes must create a more complete, interconnected **network** of bicycle facilities so that users can better link origins to destinations. FHWA has outstanding resources to evaluate networks and identify high-impact connections.<sup>21,22</sup>

**President Clinton Ave. Undercrossing and Corridor**

As discussed above, the connection between the Clinton Library and the Rivermarket District is vital to Little Rock’s economy. The I-30 expansion negatively impacts this connection via an expanded highway canopy and increased vehicular traffic. ArDOT should mitigate the effects of the project by creating a safe, welcoming corridor along President Clinton Ave (Fig. 8). Widening the current sidewalks to 14 ft. shared use sidepaths between the Clinton Library and Rivermarket would serve three important functions: 1) The sidepath on the north side of President Clinton Ave. would retain a strong corridor between the Clinton Library and Rivermarket. 2) The sidepath on the south side of President Clinton Ave. would link the Arkansas River Trail to the 2<sup>nd</sup> St. corridor (below) and the MacArthur Park Trail (below). 3)

<sup>17</sup> <https://nacto.org/publication/urban-bikeway-design-guide/>  
<sup>18</sup> [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/page00.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm)  
<sup>19</sup> e.g. [https://nacto.org/wp-content/uploads/2016/07/NACTO\\_Equitable\\_Bikeshare\\_Means\\_Bike\\_Lanes.pdf](https://nacto.org/wp-content/uploads/2016/07/NACTO_Equitable_Bikeshare_Means_Bike_Lanes.pdf), pg. 6  
<sup>20</sup> <https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>  
<sup>21</sup> e.g. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/multimodal\\_networks/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/)  
<sup>22</sup> e.g. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/multimodal\\_connectivity/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_connectivity/)

These sidepaths would increase the functionality of a bikeshare station at the Clinton Library to bring visitors to Rivermarket (northside) and MacArthur Park (southside). Streetscaping along these sidepaths, would provide placemaking to lessen the impact of increased traffic volumes on the aesthetic, comfort, and use of this corridor. Greenspace buffers should be retained between the sidepaths and the streets. All pedestrian considerations discussed in “Pedestrian Considerations – General” should be provided.

While east of Mahlon Martin St. is outside of the I-30 easement, the sidepaths are needed to mitigate the effects of the I-30 project and maintain a strong bicycle and pedestrian corridor along this street. We would also encourage changing the geometry of the Rivermarket access road, extending the curbs to create a more right angled intersection and decrease the crosswalk distance (Fig. 9).



**Figure 8.** A generous investment in bicycle and pedestrian infrastructure and landscaping along President Clinton Ave. will keep Clinton Library visitors coming to Rivermarket by foot and bikeshare.



**Figure 9.** The intersection of the Rivermarket access street President Clinton Ave. should be narrowed as much as possible to shorten the crosswalk and make it more welcoming to bicyclists and pedestrians. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 6:09.

**2<sup>nd</sup> St. Undercrossing and Corridor**

The Master Bike Plan calls for bike lanes on 3<sup>rd</sup> St. (Fig. 10), however this would create operational difficulties and safety concerns for bikes and cars given the intention of the flow of traffic from eastbound 3<sup>rd</sup> St. to northbound I-30 (Fig. 11). It would also almost certainly require 3<sup>rd</sup> St. to be widened, given the street’s 42 ft. width, the now 11,000 projected ADT, and the trolley tracks. This widening may be even more complicated and expensive given the need to maintain the trolley tracks on either side of 3<sup>rd</sup> St.

This could be an opportunity for Little Rock to decrease ArDOT’s expenses on this aspect of the project to facilitate resources going into other bicycle and pedestrian infrastructure. Instead of reconstructing 3<sup>rd</sup> St. to create width for bike lanes, ArDOT could create similar connectivity by constructing a 14 ft. wide trail along the south side of President Clinton Ave. (discussed above), along Sherman from President Clinton Ave. to 2<sup>nd</sup> St., along 2<sup>nd</sup> St. from Sherman to Cumberland, and along Dean Kumpuris St. from President Clinton Ave. to 3<sup>rd</sup> St. (Fig. 12). Sidewalks should be present on both sides of 2<sup>nd</sup> St. and all sidestreets within the right of way (Mahlon Martin St., Sherman St., Rivermarket, and Cumberland). All pedestrian considerations discussed in “Pedestrian Considerations – General” should be provided.

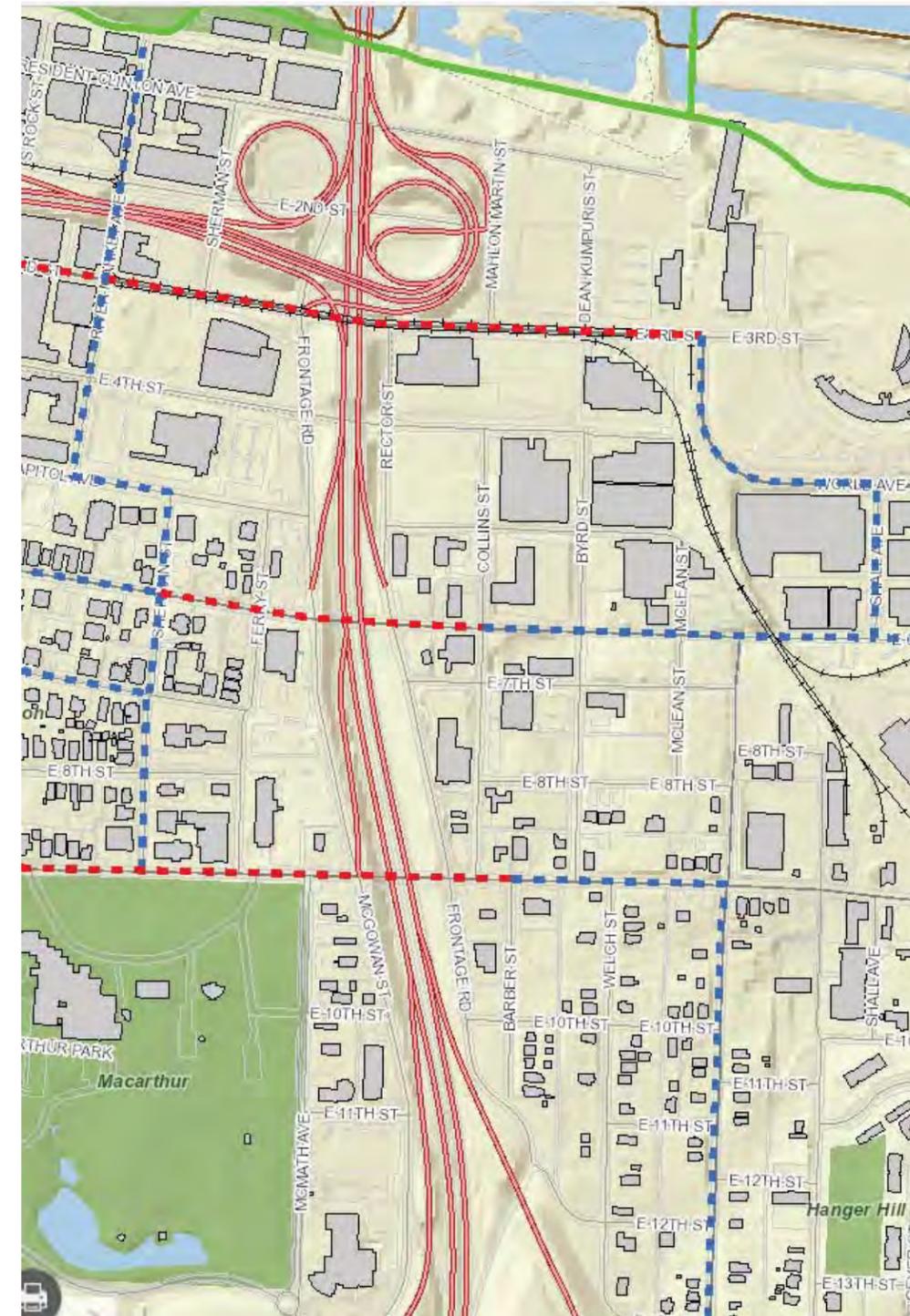
Please note the ambiguity described in the “3<sup>rd</sup> Street Undercrossing” section below. Though this group may have a current street layout (e.g. Fig. 1), if traffic flow differs from the video presentation (e.g. Fig. 8), we may not fully grasp how traffic is meant to flow. If the video does not reflect current proposed traffic patterns, our recommendations, including the removal of the 3<sup>rd</sup> St. bike lanes, may change.

**3<sup>rd</sup> Street Undercrossing**

As proposed above, the 2<sup>nd</sup> St. corridor could substitute for bike lanes on 3<sup>rd</sup> St. (Figs. 8 & 12), but 3<sup>rd</sup> St. will remain an important pedestrian corridor. It links a pedestrian-friendly area around the intersection of 3<sup>rd</sup> and Rivermarket Ave. to Heifer International and the Clinton School of Public Service. The north side of 3<sup>rd</sup> St. may have fewer vehicular conflicts (i.e. no conflict of the horseshoe exit from southbound I-30 onto 3<sup>rd</sup> St.) and has more space with which to construct a pedestrian corridor. While we recommend retaining the 6 ft. wide sidewalk on the south side of 3<sup>rd</sup> St., we recommend creating an 8 ft. wide sidewalk with a 10 ft. wide greenspace on the north side of 3<sup>rd</sup> St. between Sherman and Mahlon Martin St. so that the engineering encourages pedestrians to travel on the safer side of the street when possible. All pedestrian considerations discussed in “Pedestrian Considerations – General” should be provided.

The alignment of the Mahlon Martin St. and 3<sup>rd</sup> St. intersection shown in the ArDOT video (Fig. 11) does not match the alignment shown in the ArDOT diagram (Fig. 13). If the video is instructive, it suggests vehicular conflicts are more pronounced on the south side of the 3<sup>rd</sup> St. and Mahlon Martin St. intersection relative to the north side, underscoring the need for an 8 ft. sidewalk on the north side of 3<sup>rd</sup> St. If the intersection alignment is as shown in Fig. 13, we do

not know how traffic will flow, and we do not have the information needed to be confident in any 3<sup>rd</sup> St. recommendation, including removing bike lanes in favor of the 2<sup>nd</sup> St. corridor.



**Figure 10.** Master Bike Plan in the I-30 corridor between the Arkansas River and I-630.<sup>23</sup>

<sup>23</sup> [http://maps.littlerock.state.ar.us/webapps/LR Transportation Plans Viewer/](http://maps.littlerock.state.ar.us/webapps/LR_Transportation_Plans_View/)



**Figure 11.** The flow of traffic turning onto Mahlon Martin St. from eastbound and westbound 3<sup>rd</sup> St. complicate bicycle or pedestrian crossing of Mahlon Martin St. on the southside of 3<sup>rd</sup> St. Note too the lack of an ADA-compliant ramp on the south side of the sidewalk, the lack of a crosswalk, and the traffic light impeding the sidewalk corridor on the north side. We would discourage these design elements. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtOTJjch3IX>, Minute 3:17.



**Figure 12.** 2<sup>nd</sup> Street corridor could create similar connectivity to 3<sup>rd</sup> St. bike lanes but with less expense, operational difficulties, and safety concerns for all users.



**Figure 13.** The north side of 3<sup>rd</sup> St. appears to be a safer corridor for pedestrians. An 8 ft. wide sidewalk on the north side would encourage pedestrians to use that side when possible, increasing corridor safety. Note the alignment of the Mahlon Martin St. and 3<sup>rd</sup> St. intersection shown here does not match the alignment shown in the video (Fig. 8).

#### **4<sup>th</sup> Street Undercrossing and Corridor**

The video appears to indicate that there will be no sidewalk facility on the north side of 4<sup>th</sup> St. (Fig. 14). If the current iteration of the design includes a similar vehicular traffic flow as Fig. 11, we support removing pedestrians from the north side of 4<sup>th</sup> St. However that underscores the need for a strong pedestrian corridor (sidewalks and crossings) on the south side of 4<sup>th</sup> St. The video seems to indicate a wide pedestrian space on the south side of 4<sup>th</sup> St. underneath I-30 but does not show crosswalks (Fig. 15). In addition, any road reconstruction on 4<sup>th</sup> St. west of I-30 must have strong sidewalk corridors on both sides of the street (Fig. 16). Rock Region Metro’s regional transit hub is on 4<sup>th</sup> St. between Rock and Cumberland (Fig. 2). Transit depends on strong pedestrian accessibility; strong sidewalk corridors along 4<sup>th</sup> St. are essential for keeping transit viable as the I-30 project causes traffic counts to increase 6 fold on 4<sup>th</sup> St.

#### **6<sup>th</sup> Street Overpass**

The Master Bike Plan calls for bike lanes on 6<sup>th</sup> Street from Sherman to Collins as the only I-30 crossing bicycle route to extend almost all the way to the airport and link to the Southeast Trail (Figs. 10 and 17). We would like the overpass to have 8 ft. wide sidewalks and 6 ft. bike lane from center stripe to curb face. Sidewalks on an overpass should be wider than alongside a typical street because the user has no way to move aside the corridor on either side (railing on one side, curb and traffic on the other). These sidewalks will serve an additional function of connecting brewpubs and restaurants in an emerging district on the east side of I-30 with downtown Little Rock and the MacArthur Park Trail on the west side of I-30. Strong bicycle and pedestrian options are also necessary here to offer transportation equity to an impoverished neighborhood where many of the households do not own an automobile (Figs. 5 & 6).

The Master Trail Plan also proposes a trail that runs along 3<sup>rd</sup> St. (Fig. 20); this route is no longer viable with traffic movements on 3<sup>rd</sup> St. A strong bicycle and pedestrian corridor on the 6<sup>th</sup> St. overpass, coupled with the MacArthur Park Trail with 6<sup>th</sup> St. accessibility via the western Capitol Ave. ramp, could provide an alternate route to the corner of 6<sup>th</sup> and Collins and the proposed trail on the Master Trail Plan could resume (Fig. 20).



**Figure 14.** Sidewalks are not proposed north of 4<sup>th</sup> St. under I-30. Given the traffic pattern shown in the video, we concur this is not a place for pedestrians. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtOTJjch3IX>, Minute 3:37.

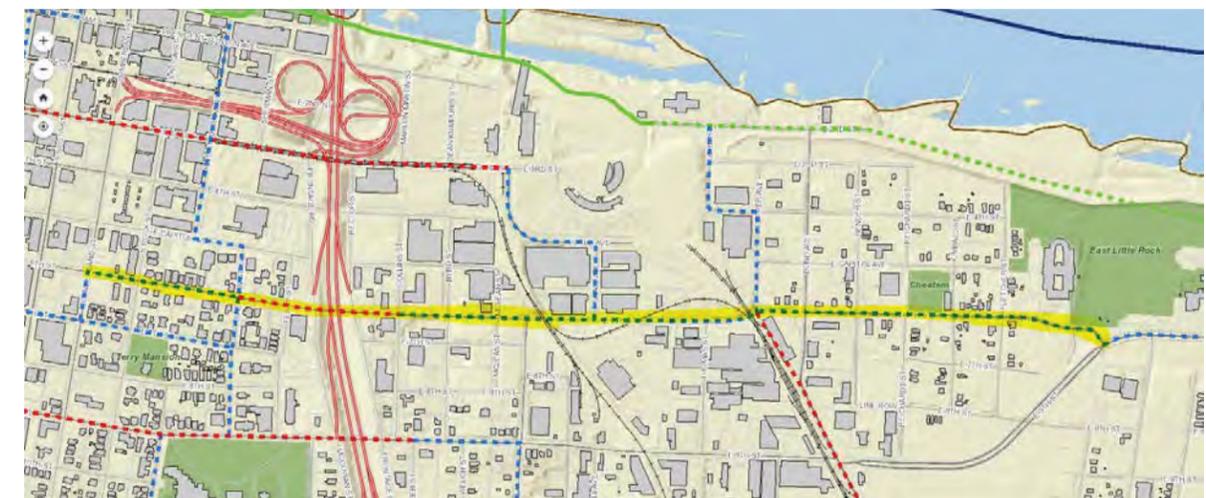


**Figure 15.** While we concur that pedestrians should not be north of 4<sup>th</sup> St. under I-30, 4<sup>th</sup> St. should have a pedestrian corridor along 4<sup>th</sup> St. on its south side.



**Figure 16.** The decision to keep pedestrians off of the north side of the 4<sup>th</sup> St. underpass seems appropriate, but a strong pedestrian corridor on the south side of the 4<sup>th</sup> St. underpass and on both sides of 4<sup>th</sup> St. west of I-30 is critical for pedestrian mobility and for Rock Region Metro.

We understand that bike lane minimum width is 5 ft. from curb face to the center stripe, but AASHTO recommends wider widths in areas of high vehicular traffic or speeds or when bike lanes will see heavy use. Because of the complex turning movements onto and off of the 6<sup>th</sup> St. overpass, and because bike commuters will use these lanes to connect to the emerging 6<sup>th</sup> St. District and the Southeast Trail, we request that a 6 ft. conventional bike lane be installed (Fig. 17). A conventional 6 ft. bike lane would not be as expensive to implement as a buffered or protected bike lane, but would offer users an additional foot of space of separation from vehicles as all users navigate the complex turning movements of this overpass.



**Figure 17.** 6<sup>th</sup> Street is a longer continuous corridor east than 3<sup>rd</sup> or 9<sup>th</sup> St. and therefore may be used more often by long distance commuters living east of downtown or recreational riders accessing the Southeast Trail. Yellow highlight shows the continuous east-west corridor depending on the 6<sup>th</sup> St. overpass.



**Figure 18.** Collector and distributor lanes will create complex turning movements onto and off of 6<sup>th</sup> St. Bike lanes one foot wider than minimum guidelines will allow people on bikes slightly more clearance as all modes negotiate movements through this space.

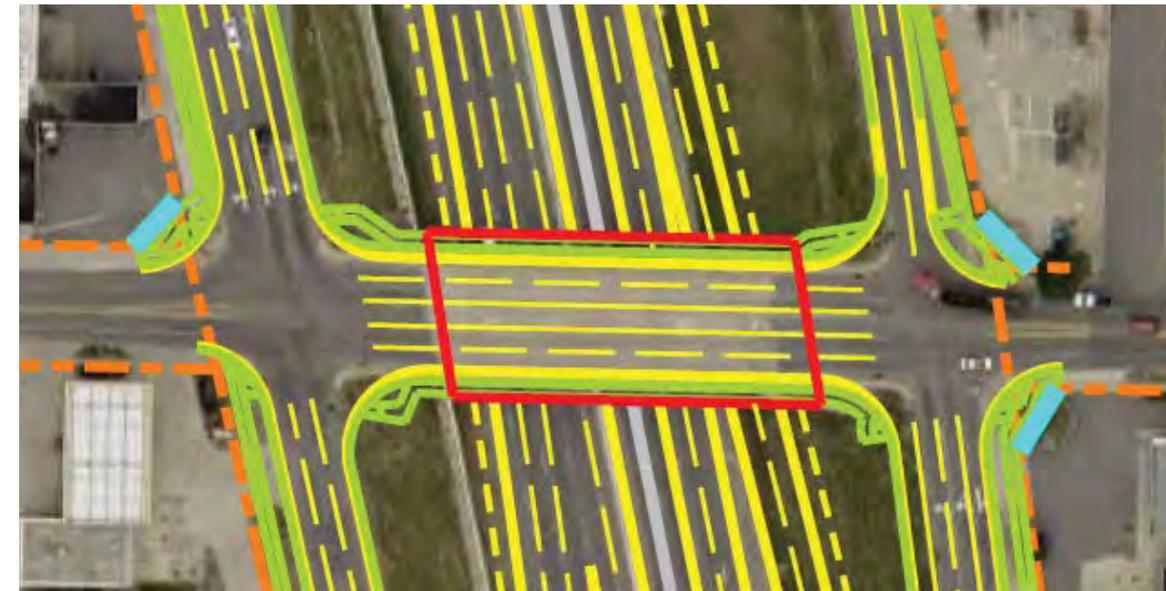
### **9<sup>th</sup> Street Overpass**

The Master Bike Plan calls for bike lanes on 9<sup>th</sup> Street from Main to Barber, creating regional connectivity through existing bike lanes on Main St. and proposed routes on Commerce and College Streets and locally connecting Hanger Hill to MacArthur Park (Fig. 10). Like 6<sup>th</sup> St., we would recommend the overpass have 8 ft. wide sidewalks and 6 ft. bike lane from center stripe to curb face.

The need for 8 ft. sidewalks is similar to 6<sup>th</sup> St. There is no space for pedestrians to navigate off of the sidewalk corridor, so a wide corridor helps users feel safe even when passing each other. Yet another reason for wide sidewalks is the important connection between the Hanger Hill neighborhood and MacArthur Park. Little Rock is part of the 10 minute walk campaign.<sup>24</sup> Through the campaign, we have committed to the goal of creating safe and comfortable pedestrian access to a park no more than a 10 minute walk (1/2 a mile) from any residence. Creating a strong pedestrian corridor from Hanger Hill to MacArthur Park will be an important step in achieving this goal. Strong bicycle and pedestrian options are also necessary here to offer transportation equity to an impoverished neighborhood where many of the households do not own an automobile (Figs. 5 & 6).

Ninth St. needs 6 ft. bike lanes for some of the same reasons 6<sup>th</sup> St. does. The collector and distributor lanes create high volume, complex turning movements onto and off of the 9<sup>th</sup> St. overpass, especially during Dassault Falcon Jet shift changes. An extra foot of space is

inexpensive relative to more protective bicycle facilities like buffered and protected bike lanes, but will offer someone on a bike a bit more separation from vehicles as all users navigate this space. The proposed 9<sup>th</sup> St. bike route, while shorter than the 6<sup>th</sup> St. route, is also stronger (including bike lanes to Main St., Fig. 10). This route will see greater use by riders who are less tolerant of using the same road space as vehicles.



**Figure 19.** The complex turning movements on this overpass will create additional safety concerns for people crossing the overpass on a bicycle. An extra foot of lane space will create greater separation.

### **MacArthur Park Trail**

Our Master Trail Plan includes a shared-use trail from Rivermarket to MacArthur Park, both to create a transportation corridor linking Rivermarket, the Rock Region Metro Transit Hub, the 6<sup>th</sup> St. District, the MacArthur Park Historic District, Hanger Hill, and SOMA and to increase visitation to MacArthur Park as part of an expanded tourist corridor (Fig. 16). The route proposed in the Master Plan includes uncontrolled crossings at 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets as the proposed trail route runs between the Axiom Building/USPS and Frontage Rd. This is a viable route when 2<sup>nd</sup> St. has 2,800 ADT, 3<sup>rd</sup> St. has 4,000 ADT, and 4<sup>th</sup> S. has 2,100 ADT but will no longer be viable after the I-30 expansion when 2<sup>nd</sup> St. has 13,000, 3<sup>rd</sup> St. has 11,000 ADT and 4<sup>th</sup> St. has 12,000 ADT (Fig. 20). HAWK signals at 2<sup>nd</sup> and 3<sup>rd</sup> Streets could increase safety somewhat, but they would be far from ideal for any user. HAWK signals would affect the operations of these streets for motorists. Crossing three high traffic volume streets in as many blocks, even with HAWK signals, would not create an attractive corridor for people on bike or on foot.

### **Trail Concept Overview**

The I-30 expansion project makes the trail, as originally conceived, unsafe for all traffic modes (Figs. 20 and 21); however, it may also provide an opportunity to create a trail achieving similar

<sup>24</sup> <https://www.10minutewalk.org/>

goals. To create this connectivity in the context of the I-30 expansion, we propose to use I-30's structure itself, constructing an 18 ft. wide trail to MacArthur Park within the I-30 corridor airspace (Fig. 22). A bicycle and pedestrian bridge could start along the southern President Clinton Ave. sidepath and either use the structure of the I-30 columns, the C/D columns, or independently rise over 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets (Figs. 22-24). Immediately south of 4<sup>th</sup> St, when I-30 transitions from column-supported to grounded, the trail could also transition to ground, and run between the I-30 retaining wall and the C/D to a vehicle-free connection to MacArthur Park. Capitol Ave. access on both sides of I-30 is important for this trail to serve a transportation function.

30 Crossing will create higher traffic volumes on 9<sup>th</sup>, 6<sup>th</sup>, Capitol, and especially 4<sup>th</sup>, 3<sup>rd</sup>, and 2<sup>nd</sup> Streets (Fig. 1). Attention has been given to how to make these east-west streets safer for bicyclists and pedestrians, but these streets also represent more formidable barriers for residents in the MacArthur Park Historic District and Hanger Hill to travel north to job/amenities in Rivermarket and all destinations accessible via the Arkansas River Trail (Fig. 25). The poverty and frequency of carless households in these areas makes creating a safe north-south corridor particularly important for transportation equity (Figs. 5 & 6). The MacArthur Park Trail would go a long way to mitigating I-30 Crossing's impact on carless north-south transportation and would add to the utility of east-west bicycle and pedestrian corridors, particularly 9<sup>th</sup>, 6<sup>th</sup>, 2<sup>nd</sup>, and President Clinton Ave.

In order for this trail to be completed, it must be done within the context of the greater I-30 project. Seeking grant funding to "add on" this trail at some late date will be unlikely to succeed. All stakeholders would have to agree to use the airspace after the expansion was completed. The design would not account for this trail, making retrofitting challenging at best. Agreeing in principle to seek completion of this trail sometime after the completion of the I-30 Crossing is not sufficient because it is not realistic.

North-south trail connectivity in this area has been extensively considered in the process of creating the Master Trails Plan; there were no other reasonable alternative routes at that time. The I-30 expansion project will make the route proposed in the Master Trails Plan unsafe. This is the only available trail route in the context of I-30 Crossing and this is the only realistic time to implement it.

This group has no wish to restrict the visioning of bids; as long as the trail creates a safe, comfortable, and direct connection from President Clinton Ave. to MacArthur Park, minimizing grade changes, with Capitol Ave. access east and west of I-30, and minimizing or preferably eliminating interactions with vehicular traffic, we would be satisfied. Further discussion is meant to clarify the concept; alternative designs would be welcomed.

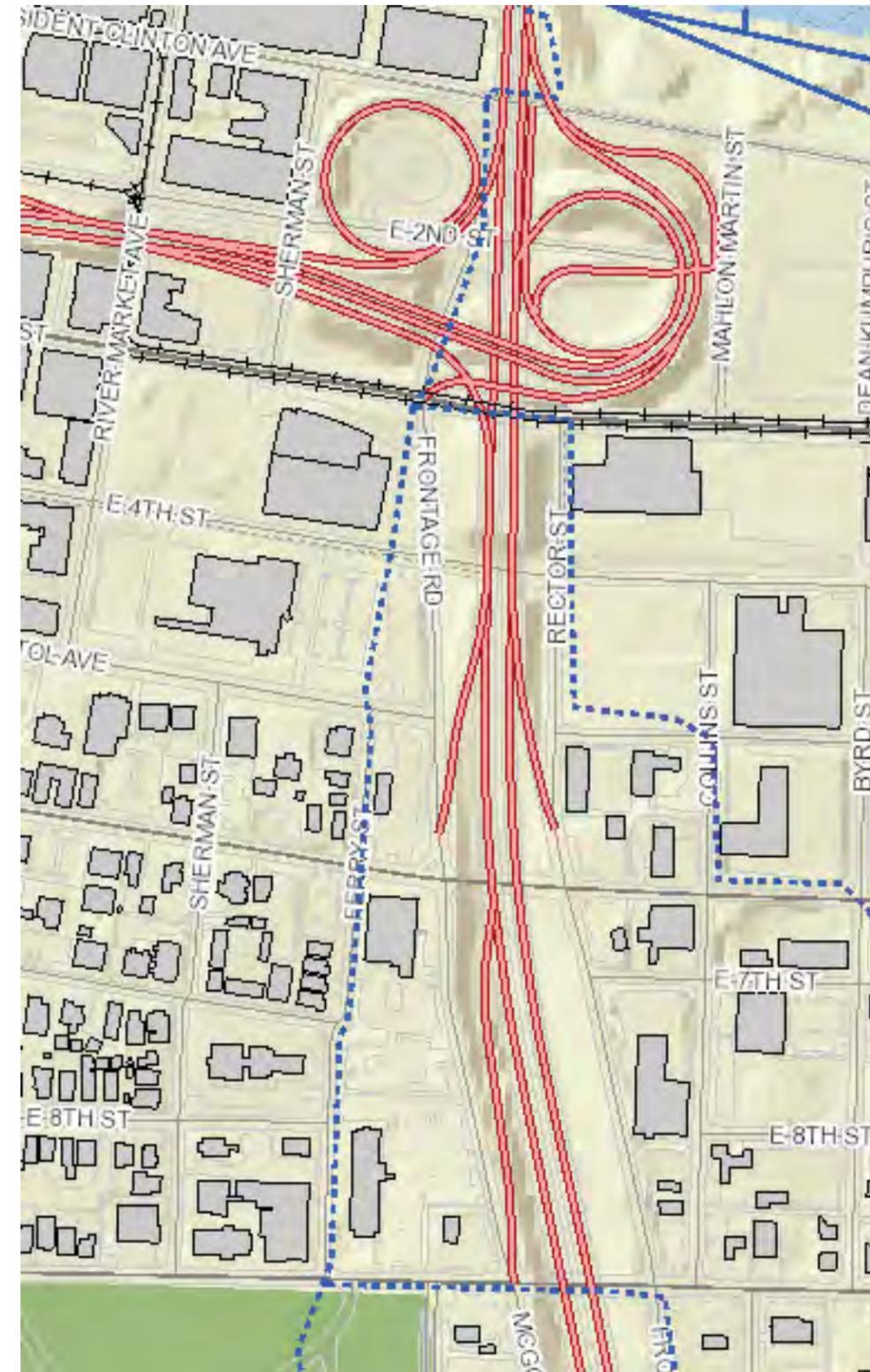


Figure 20. The City's Master Trail Plan proposed trail connection from Rivermarket to MacArthur Park.<sup>25</sup>

<sup>25</sup> [http://maps.littlerock.state.ar.us/webapps/LR\\_Transportation\\_Plans\\_Viewer/](http://maps.littlerock.state.ar.us/webapps/LR_Transportation_Plans_Viewer/) (Master Trail Plan layer)



**Figure 21.** The MacArthur Park Trail (blue line), as proposed in the Master Trail Plan (Fig. 16), superimposed with the I-30 infrastructure and changes to ADT. Red circles denote traffic conflicts, several of which would be uncontrolled crossings.



**Figure 22.** The new proposed MacArthur Park Trail route (blue line).



**Figure 23.** An example of a raised shared-use trail independently running alongside a raised highway structure. The structure we propose is not nearly as grand, running four city blocks. MoPac Bicycle Bridge in Austin, TX.



**Figure 24.** An example of a trail suspended beneath a highway structure. The Belle Isle Pedestrian Bridge, Richmond VA (<https://www.rvariverfront.com/trails/belleisle.html>).



**Figure 25.** The MacArthur Park Trail would provide access to some of Little Rock's most visited destinations. Without the MacArthur Park Trail, bicycle and pedestrian accessibility to these destinations would suffer as a result of the I-30 project.

**Between President Clinton Ave. and 2<sup>nd</sup> Street**

There are just over 300 ft. between Clinton and 2<sup>nd</sup> St. under the I-30 corridor. In order to achieve a height of 18 ft. over 2<sup>nd</sup> St. at an ADA maximum 5% grade, ramps would start along President Clinton Ave. just south of the sidepath and run parallel to President Clinton Ave. approximately 80 ft. before joining to the main MacArthur Park Trail running north-south under the I-30 bridge (Fig. 26). An at-grade merging zone would provide a safe area for bicyclists to decelerate from

the ramp, evaluate bicycle and pedestrian traffic on the sidepath, and merge onto it or establish themselves as climbing the ramp.



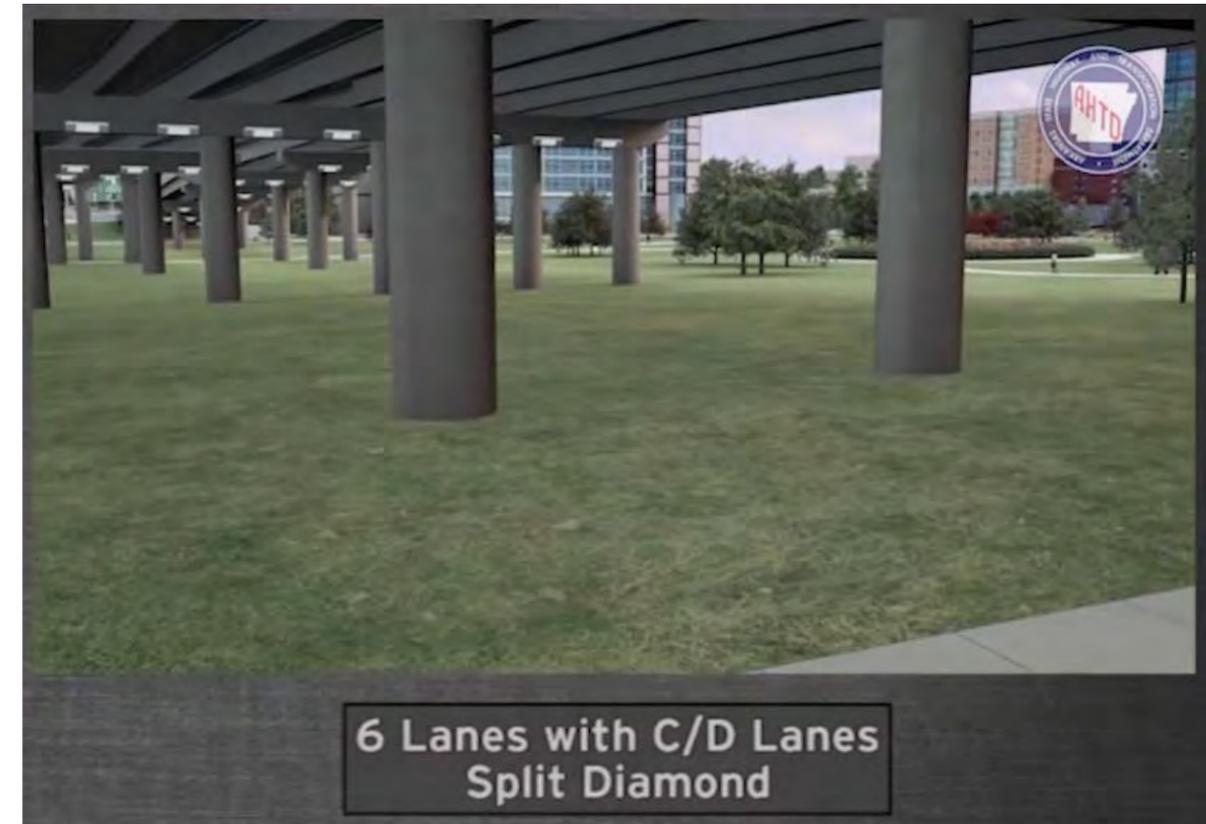
**Figure 26.** The northern terminus of the MacArthur Park Trail will merge onto the southern President Clinton Ave. sidepath.

**Between 2<sup>nd</sup> and 4<sup>th</sup> Streets**

The trail will be at least 18 ft. above 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets to avoid vehicular clearance concerns on those streets. The trail could be located in the middle of the I-30 main corridor (especially if that would be relatively quiet) and emerge to run along the west of I-30's structure when I-30's height no longer provides enough vertical clearance (possibly just before 3<sup>rd</sup> St.).

The pillar-raised I-30 allows for a strategically important visual connection between the Clinton Library and Rivermarket that will invite tourists to visit Rivermarket as part of their Clinton Library experiences and partially offset the division created by a wider I-30 (Fig. 27). It is important that the trail minimize the sight break between the Clinton Library and Rivermarket. Therefore, supporting the ramp with independent pillars (e.g. Fig. 23) or suspending the trail from the I-30 structure (e.g. Fig. 24) would be preferable to supporting a ramp with sloped infill.

A well designed trail would make this portion of the trail unique and the biggest draw as an "experience" for users. A viewing deck(s) somewhere between 2<sup>nd</sup> and 4<sup>th</sup> St. would be a way to show ARDOT's interest in preserving this space for the people who reside and visit here as well as for those passing through (Fig. 28).



**Figure 27.** The pillars supporting the new I-30 will allow an important visual connection between the Clinton Library and Rivermarket that should be preserved by the MacArthur Park Trail's design. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 6:23.



**Figure 28.** A viewing deck between 2<sup>nd</sup> and 4<sup>th</sup> St. could be another element to claim the vital tourist and resident real estate underneath the I-30 bridge for people spending time in Little Rock.

**Capitol Ave. Access East and West of I-30**

Immediately after passing over 4<sup>th</sup> St., the trail would split. The main trail would run in between I-30 and the C/D, while a bridge over the C/D would create access to Capitol Ave to the east and west (Figs. 18 and 25). If only accessible at President Clinton Ave. and MacArthur Park, the MacArthur Park Trail would be a fine recreational trail. These Capitol Ave. access points are critical to make the MacArthur Park Trail functional as a transportation corridor as well (Fig. 25).

*East*

Eastern access to the MacArthur Park Trail would be created by an elevated trail bridging the eastern C/D ramp and descending parallel to the eastern C/D to Capitol. We see that ArDOT has already acquired portions of the two lots to the east of the C/D, Artisan on Collins, LLC and Pinnacle Investments of Arkansas, LLC. Additional right of way would have to be secured from these property owners to make this connection, perhaps 20 additional feet along the western edge of Pinnacle Investments and a larger area to the west and south of Artisan on Collins, LLC to create a curve that would allow enough run for a 5% grade after crossing the C/D 18 ft. above grade and allowing suitable space for a landing zone (Figs. 30 and 31).

Creating this eastern access point would be inclusive of neighborhoods and businesses east of I-30 that would otherwise be further separated by a widened I-30. I-630 has become a socio-economic divide; we want to avoid the same outcome with the 30 Crossing Project. The best way to be proactive about inclusion and integration of the community east of I-30 is to design strong connections across I-30 from the outset. Bicycle and pedestrian consideration on 6<sup>th</sup> and 9<sup>th</sup> St. Overpasses are important, but creating a strong corridor from the developing 6<sup>th</sup> St. District and Hanger Hill directly to Rivermarket and the Arkansas River Trail could be transformative.

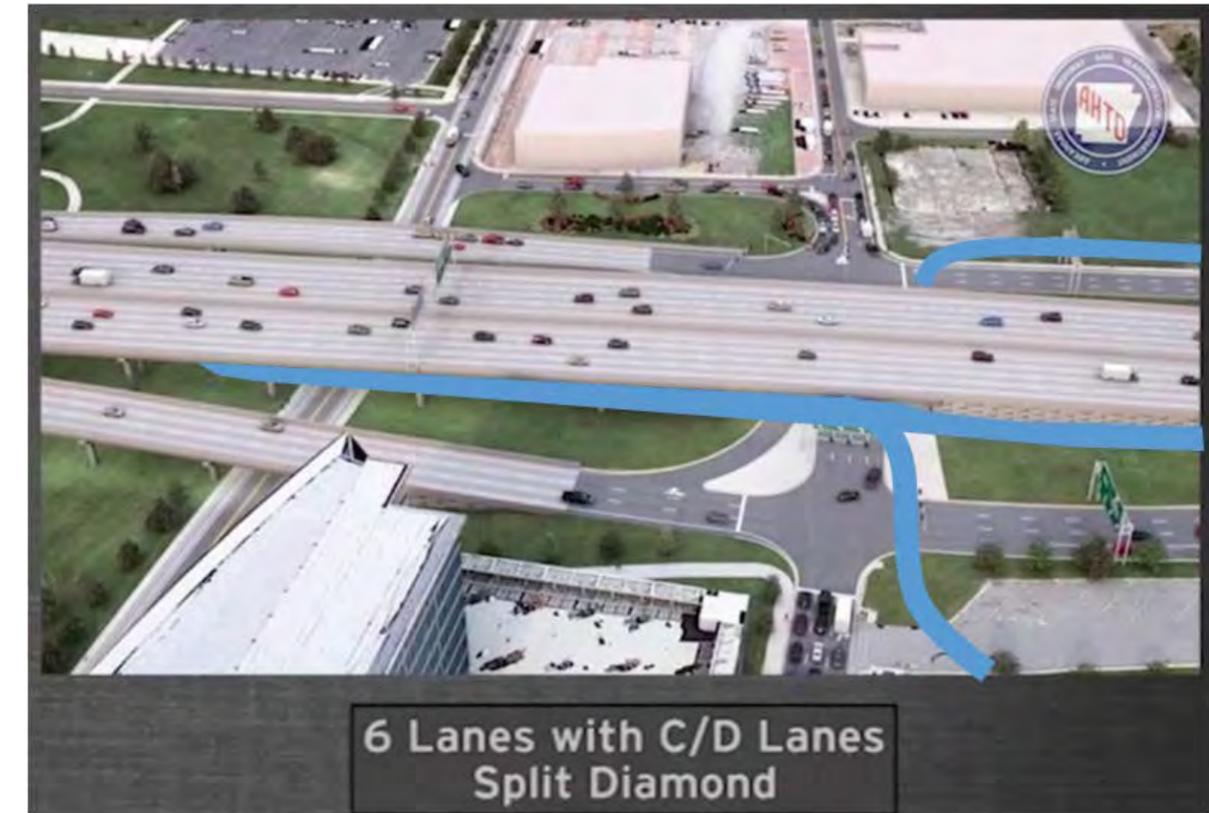
Users from MacArthur Park or the Clinton Library could also connect to the 6<sup>th</sup> St. brewpubs and District and recreational riders could ride a loop from the Southeast Trail at the Clinton Library across the MacArthur Park Trail and back to the Southeast Trail via 6<sup>th</sup> St. (Fig. 25).

*West*

The western Capitol Ave. access spur would stay at the 18 ft. 4<sup>th</sup> St. crossing elevation and bridge over the C/D lanes to descend to grade between 4<sup>th</sup> and Capitol (Fig. 22 and 30). After bridging the C/D lanes, the ramp would have a minor curve to create a 360 ft. long run, allowing a 5% grade with an 18 ft. elevation drop, while still allowing for a 40 ft. landing zone before exiting onto Capitol Ave (Fig. 22). The lot between the C/D lanes and the US Post Office is owned by the City of Little Rock, so right of way should not be a concern. The majority of the existing overflow parking lot could be maintained as well.

With Capitol Ave. access west of I-30, among other benefits, the trail would allow a safe, direct connection between the Rock Region Metro central hub at Rock St. and Capitol Ave. and Rivermarket, the Clinton Library, and the Arkansas River Trail (Fig. 25). This connection would

be invaluable to increasing rather than decreasing the value and opportunities of transit as a result of 30 Crossing.



**Figure 29.** The main MacArthur Park Trail and Capitol Ave. exits to the east and west of I-30. <https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 2:00.



**Figure 30.** It is important that a ramp be coupled with a level “landing zone” for bicyclists to decelerate. This is the landing zone of the south terminus of the Big Dam Bridge.



**Figure 31.** A section of the southwest corner of the Artisan on Collins, LLC property would be required to create enough run to bridge the C/D 18 ft. above and allow a suitable landing zone at the bottom.

**Between 4<sup>th</sup> and 9<sup>th</sup> Streets**

Immediately after passing over 4<sup>th</sup> St., the main trail would descend to run between I-30 and the C/D lanes (Figs. 29 and 32). I-30 is descending between 4<sup>th</sup> and 6<sup>th</sup> St. as well; there should be an effort to keep the trail as flat as possible between 4<sup>th</sup> and 9<sup>th</sup> St. for the comfort of tourist riders. The trail could be built against the I-30 retaining wall between 4<sup>th</sup> and Capitol with a second retaining wall to support the trail or it could be an independently supported ramp until it makes grade. The trail would continue between I-30 and the C/D lanes between 6<sup>th</sup> and 9<sup>th</sup> Streets.

***6<sup>th</sup> St. Underpass***

The 6<sup>th</sup> St. overpass slopes to the highway underneath on the west side, but has a vertical retaining wall on the east side (Fig. 32). The trail may require a vertical retaining wall on the west side as well, with a tunneled space underneath created for the trail and a 6<sup>th</sup> St. access ramp immediately to its west (Fig. 33).



**Figure 32.** The blue line approximates the main trail route between 4<sup>th</sup> and 7<sup>th</sup>.  
<https://connectingarkansasprogram.com/30-crossing-3d-simulations#.WtEV7y7wa73>, Minute 0:17.



**Figure 33.** The undercrossing at 6<sup>th</sup> St. could be very simple like this (height = 10 ft., width = 18 ft.).

**MacArthur Park Access**

It is important that the connection to this trail and MacArthur Park be one that tourists and recreational riders would use even if they would never ride on a city street. A vehicle-free connection to MacArthur Park is imperative in order to attract tourist riders and high trail use overall. We propose the trail go under the 9<sup>th</sup> St. and C/D intersection and emerge on the southwest corner of MacArthur Park, approximately 215 ft. from the intersection (Fig. 22 and 34). We are open to other concepts about how to make a connection without vehicular conflicts between the MacArthur Park Trail and MacArthur Park.

30 project. Our committee was created to help integrate this project into the fabric of Little Rock; we hope our concepts to do so are well received. Thank you for your attention.



**Figure 34.** While this trail is wider than 18 ft. and divided, this may show what the proposed connection to MacArthur Park might look like.

**Conclusion**

We recognize that adding these elements to the I-30 expansion project will add costs, but they are the costs of radically increasing vehicular traffic through and within a bicycle- and pedestrian-friendly, tourist-centric, downtown area while respecting Little Rock’s safety, built environment, tourist economy, and Complete Streets approach to our transportation network. Spending \$631.7M<sup>26</sup> in construction costs to accommodate vehicular traffic but refusing to spend a small fraction of that to mitigate the effects to vulnerable road users would be inconsistent with ArDOT’s Toward Zero Deaths initiative to street design and a Department of Transportation approach.<sup>27</sup> In our view, there would be no opportunity to create a trail connection from MacArthur Park to the Arkansas River Trail without including it in the larger I-

<sup>26</sup> <https://connectingarkansasprogram.com/know-the-facts-i30/#.WtOm1Zch3IU>

<sup>27</sup> [https://safety.fhwa.dot.gov/intersection/other\\_topics/fhwasa09027/resources/Design%20Guidance%20Accommodating%20Bicycle%20and%20Pedestrian%20Travel.pdf](https://safety.fhwa.dot.gov/intersection/other_topics/fhwasa09027/resources/Design%20Guidance%20Accommodating%20Bicycle%20and%20Pedestrian%20Travel.pdf)



# **POSITIVE ECONOMIC IMPACTS OF GREENWAY AND TRAIL DEVELOPMENT**

QUALITY OF LIFE

HEALTH

TOURISM

JOBS

REAL ESTATE



**“TRAILS CAN PROVIDE A SENSE OF PLACE AND A SOURCE OF COMMUNITY PRIDE. WHEN INTEGRATED WITH FEATURES SUCH AS HISTORIC SITES, COMMERCIAL OR RESIDENTIAL AREAS, AND PARKS, THEY CAN IMPROVE THE OVERALL CHARACTER OF A COMMUNITY OR THE REGION”**

- SAN DIEGO COUNTY CTMP

**“THE COST-BENEFIT RATIO WAS 2.94, WHICH MEANS THAT EVERY \$1 INVESTMENT IN TRAILS FOR PHYSICAL ACTIVITY LED TO \$2.94 IN DIRECT MEDICAL BENEFIT.”**

- A Cost-Benefit Analysis of Physical Activity Using Bike/  
Pedestrian Trails, University of Illinois



**“TRAIL TOURISM IS ONE WAY OF CREATING OPPORTUNITIES FOR PEOPLE TO VACATION IN THE U.S...THAT ARE NOT STANDARD TOURIST DESTINATIONS. ...THEY ARE TRAVELING TO RURAL AREAS ACROSS AMERICA.”**

- Stuart MacDonald, Editor, American Trails Magazine



**TOURISM**

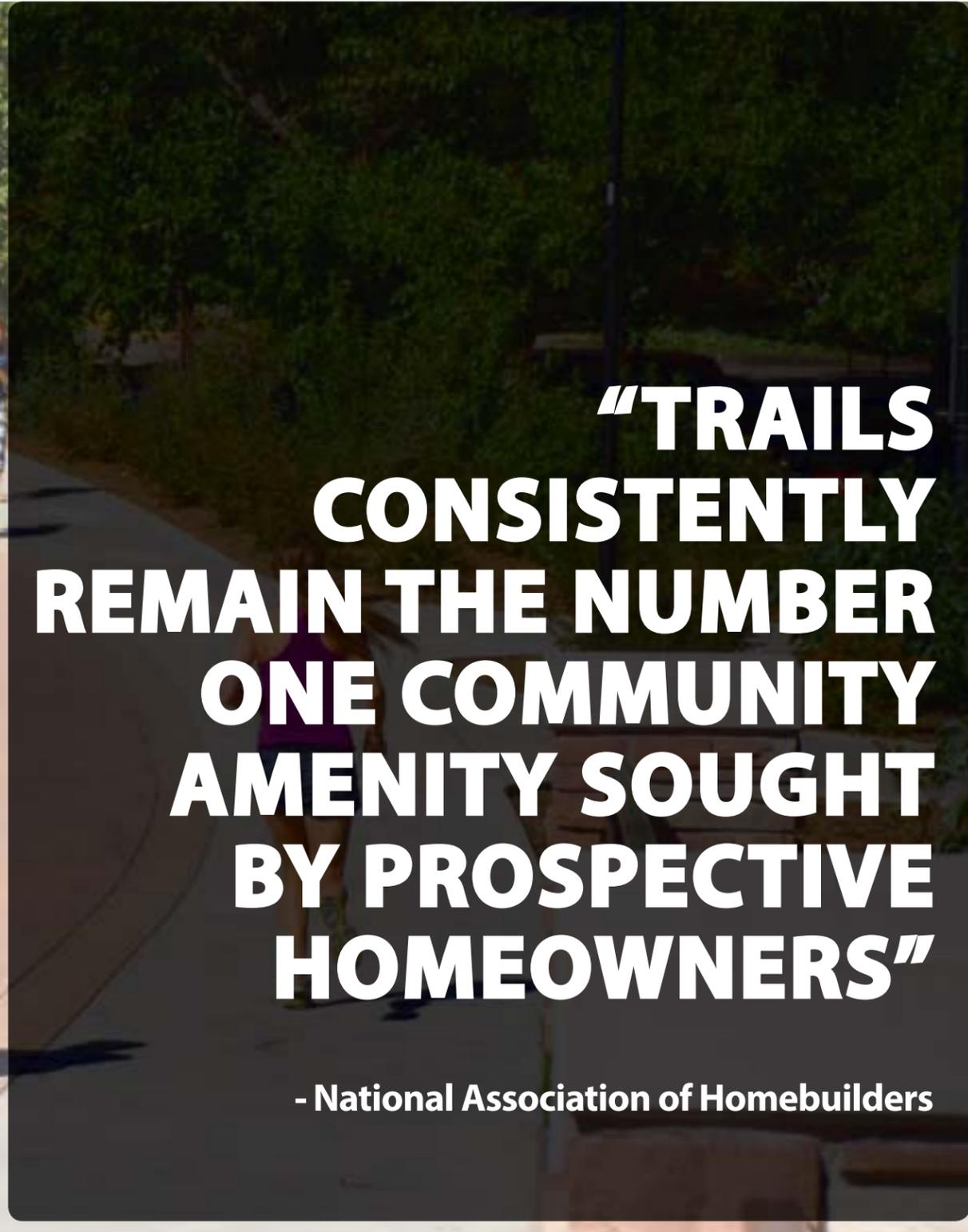
# POSITIVE IMPACTS OF GREENWAY AND TRAIL DEVELOPMENT



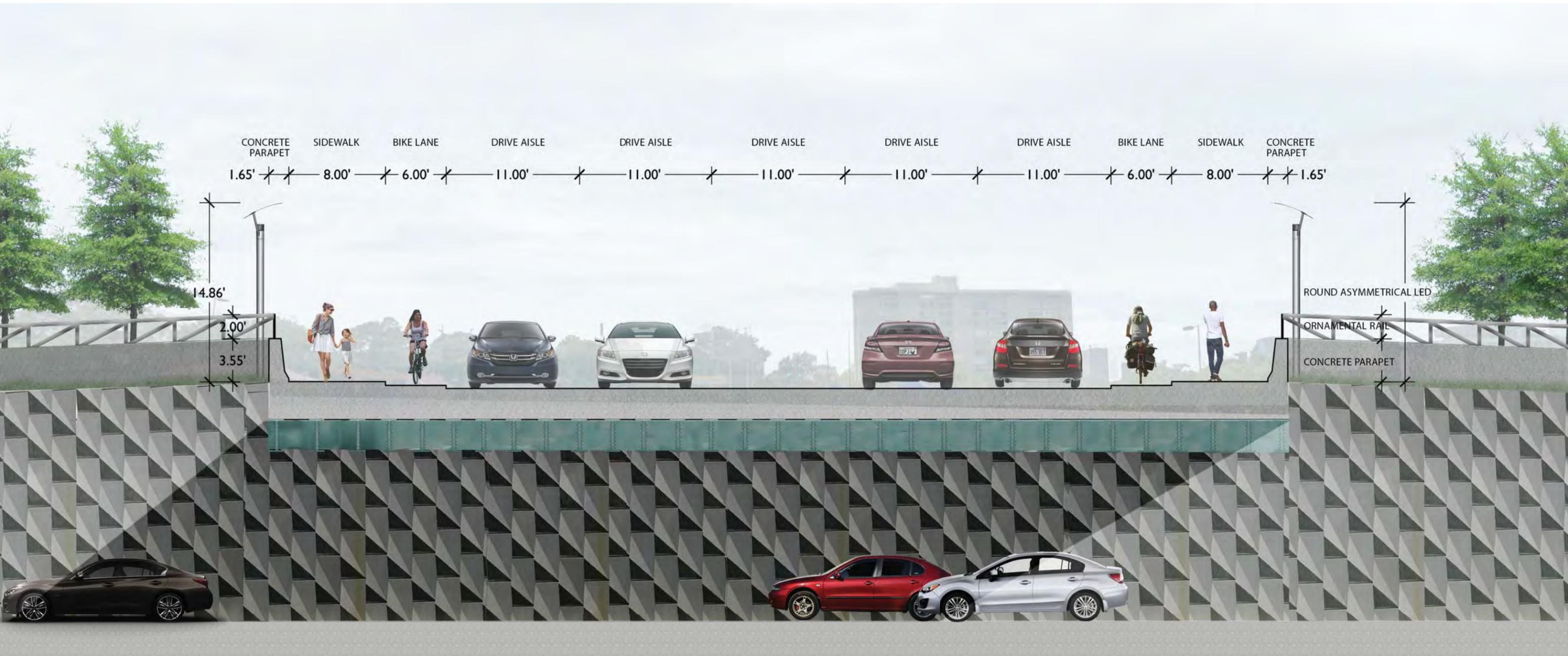
**“WALKABLE  
COMMUNITIES HAVE  
GREATER ECONOMIC  
OUTPUT AND  
HIGHER INCOMES,  
MORE HIGHLY  
EDUCATED PEOPLE,  
AND MORE HIGH-  
TECH INDUSTRIES...”**

*- Wall Street Journal, The Case For Suburban Renewal*

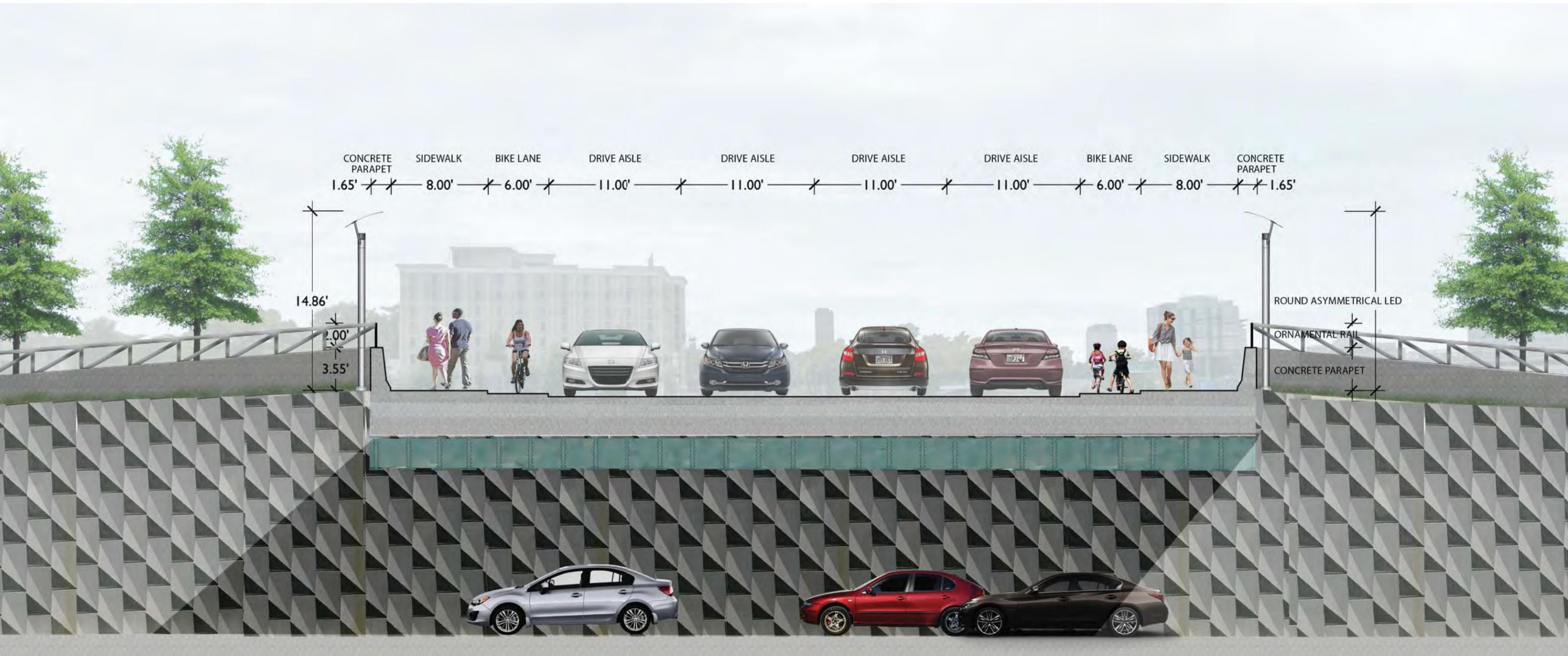
**JOBS**



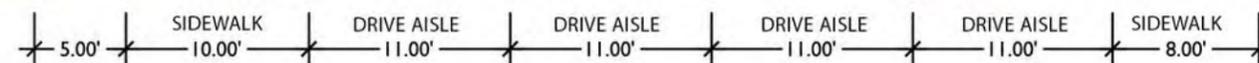
# PROPOSED 9TH STREET OVERPASS



# PROPOSED 6TH STREET OVERPASS



# PROPOSED 3RD STREET UNDERPASS



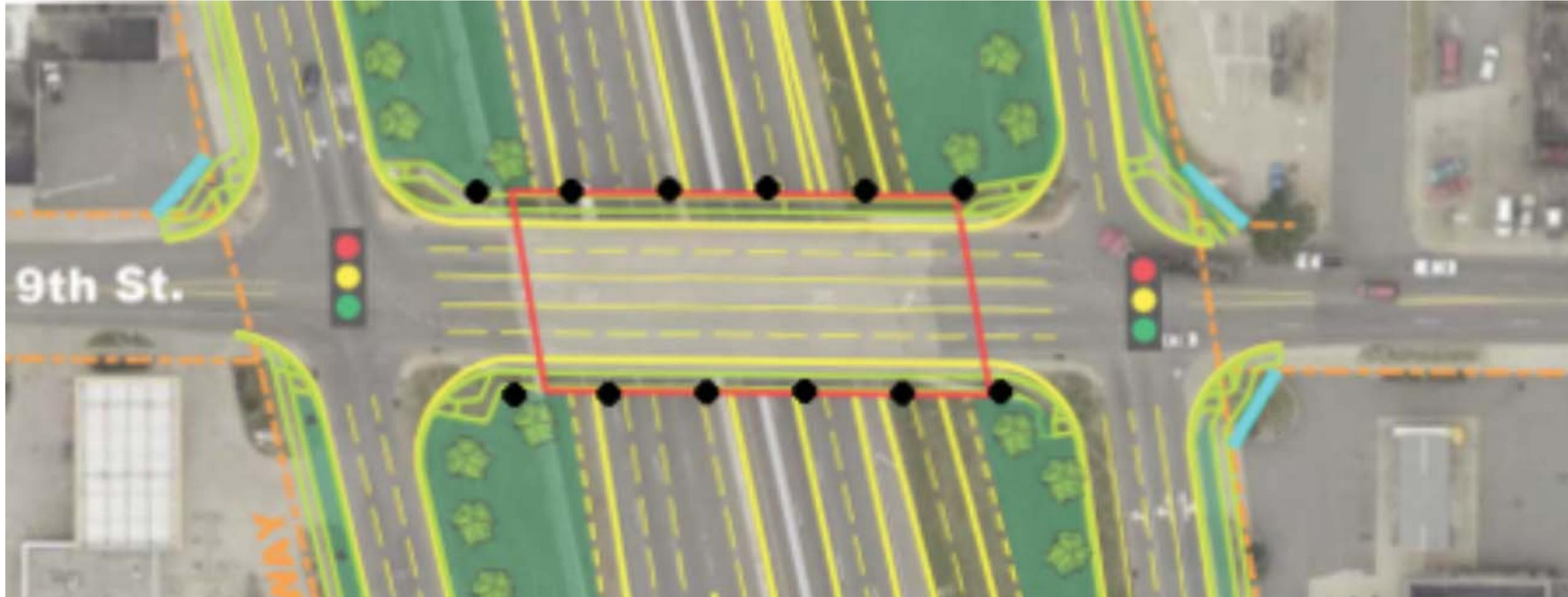
**Design Theme:** Visually connect the President Clinton Park with the new park between Clinton Avenue and 3rd Streets, and extend the theme thru the I-30 corridor south to I-630:

- A). Provide street trees as shown in ArDot's document, 6-lane with Collector/Distribution Lanes. Install and maintain per City of Little Rock Standards. (Move the "Ardot Street Trees" image to after "Prism Faced Panels").
- B). Retaining walls shall be provided with prism faced pattern, which is similar to the land forms in Clinton Park. The prism or diamond shape also makes reference to the official state gem of Arkansas, the diamond which is also found in our state flag, appropriate for the capitol city of Arkansas.
- C). Use land forms similar to those of Clinton Park thru the new park between Clinton Avenue and 3rd Streets.
- D). Extend the theme of the "prism" forms thru other the other design elements such as the light fixtures for 6th and 9th, paving patterns, benches, bike racks.

# ARDOT STREET TREES



# STREET LIGHTS



Provide lighting for bridges to improve pedestrian safety and visually connect the city streets from east to west of I-30. The style of the proposed light is in keeping with the QQA design theme of the I-30 Corridor, a similar design to the street lights in the Clinton Park.

**Bridge lighting, sloped reflector in keeping with “prism” theme**



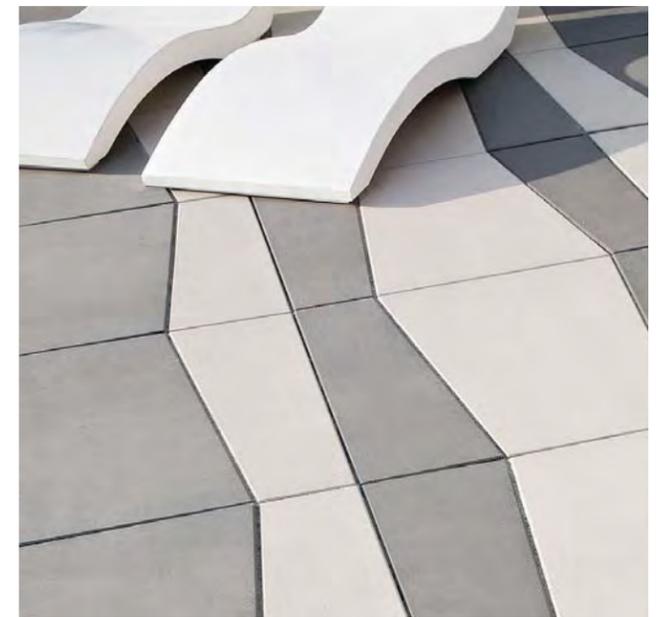
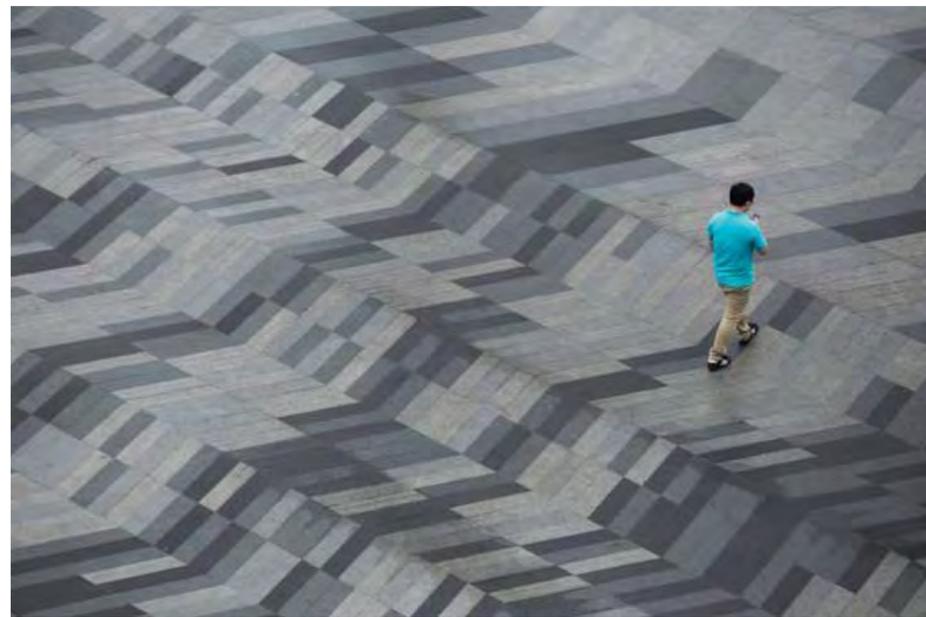
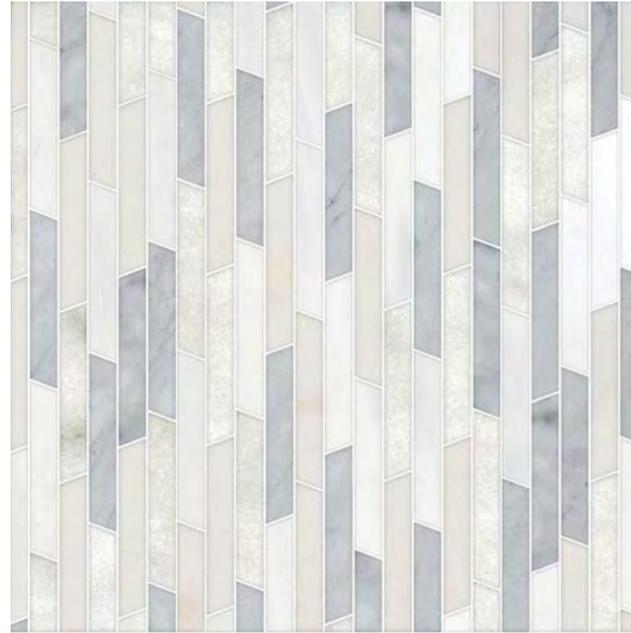
# CLINTON PARK



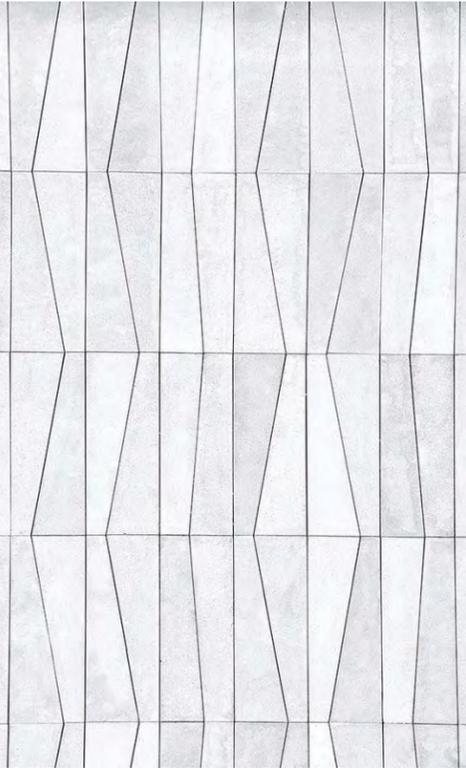
# PRISM-FACED PANELS



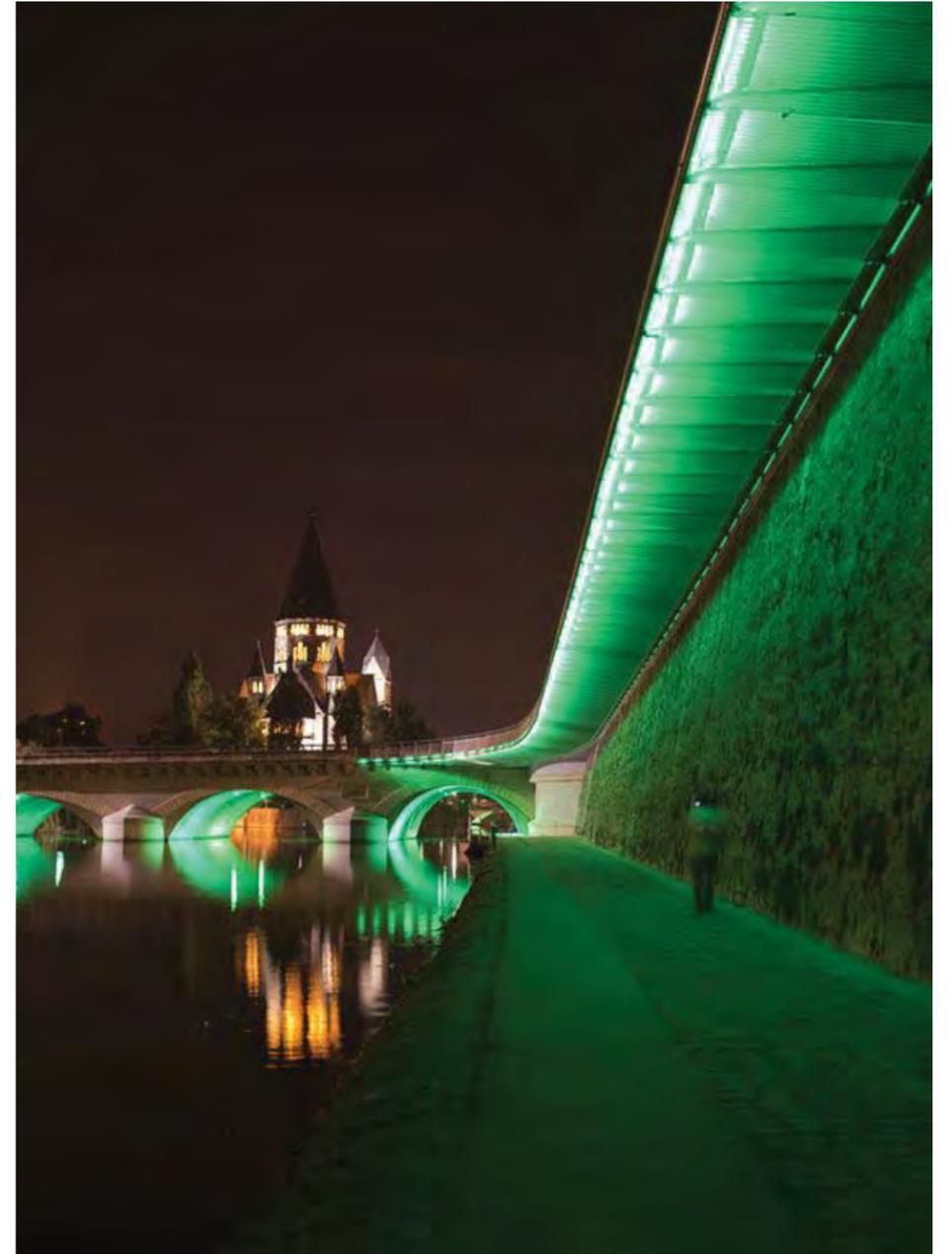
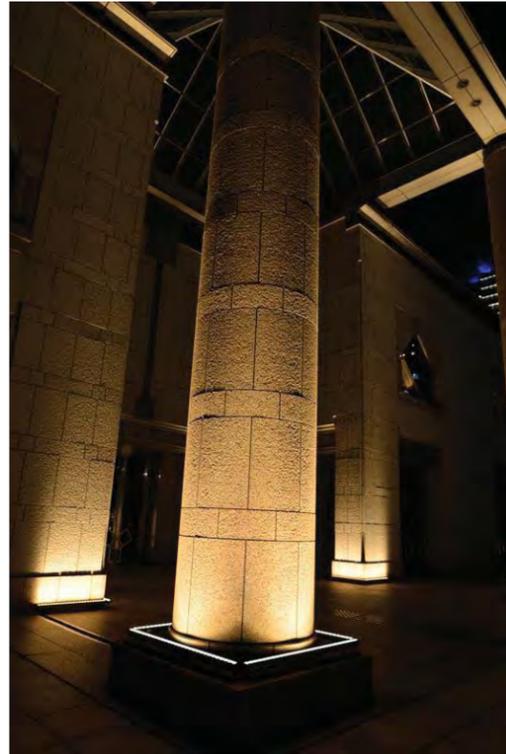
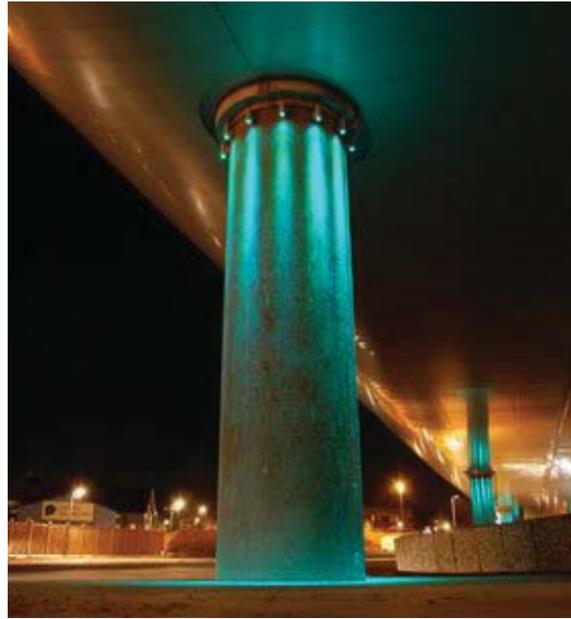
# PAVING PATTERNS



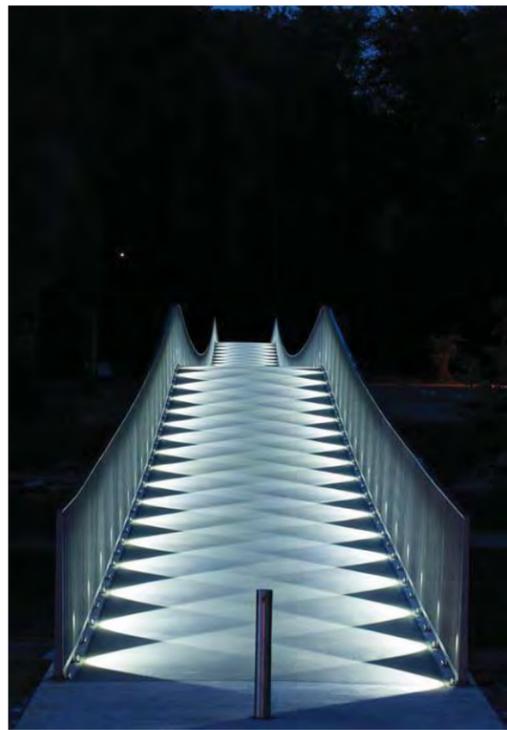
# PAVING PATTERNS



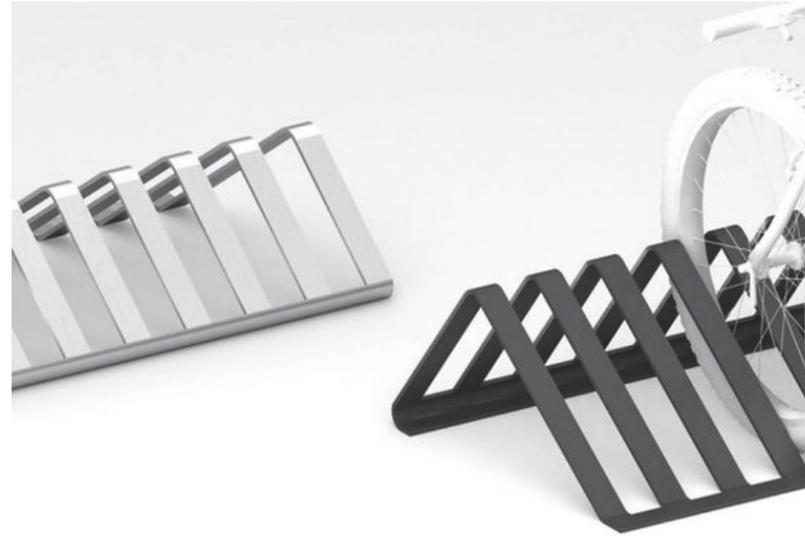
# LIGHTING



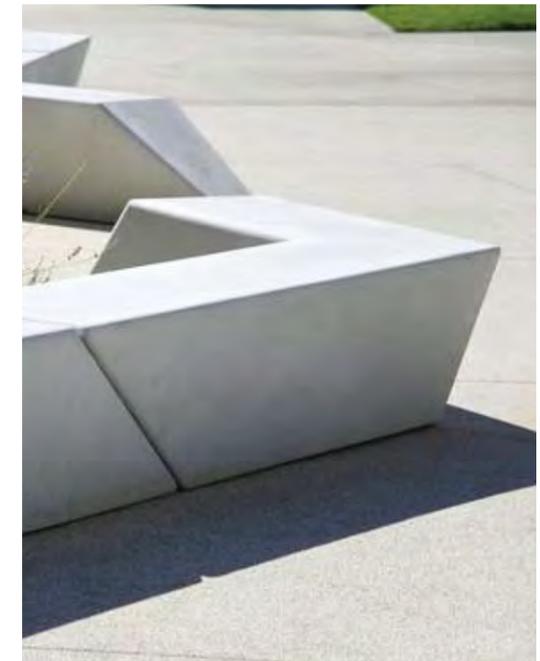
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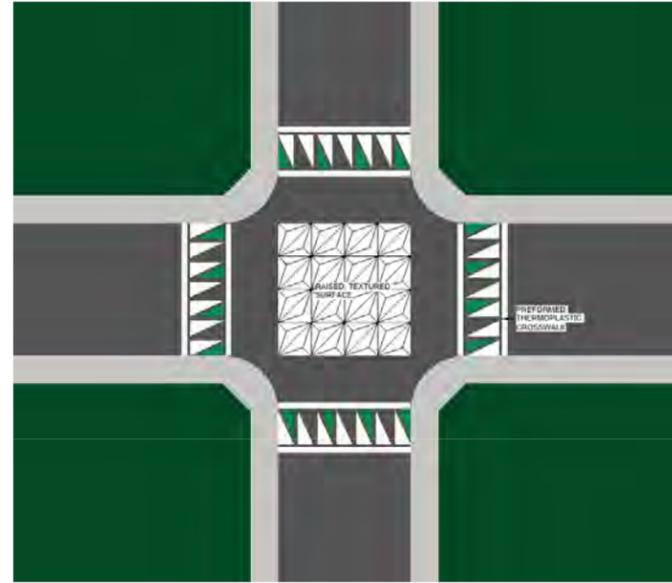
# FURNISHINGS



# FURNISHINGS



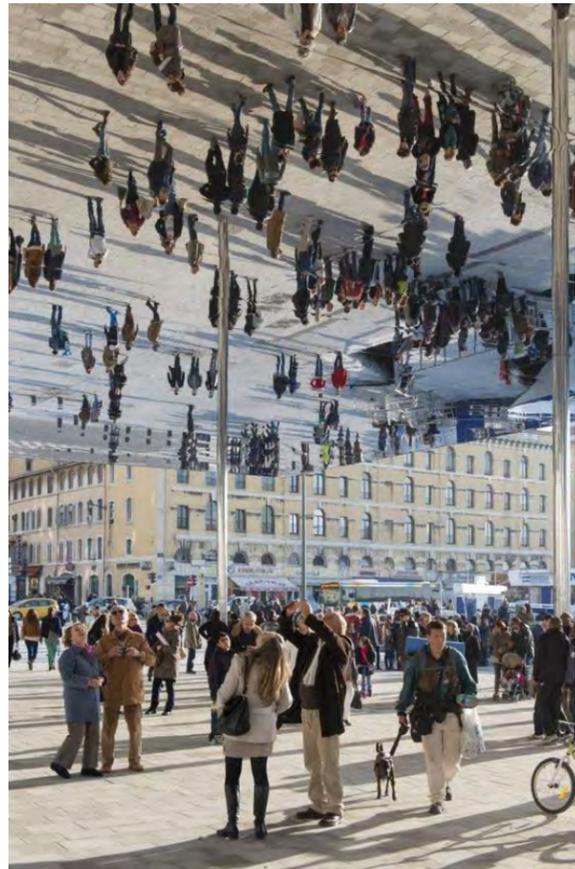
# CROSSWALK



# PUBLIC SPACE



# PUBLIC SPACE



# PRECEDENT STUDY



THE UNDERGROUND AT INK BLOCK (BOSTON)

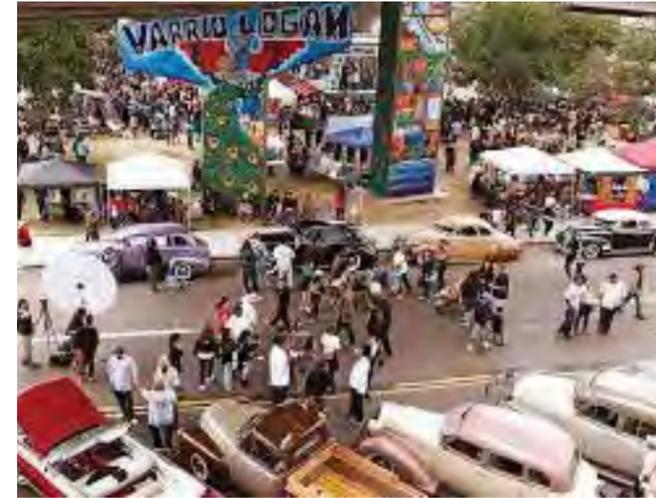


THE WABASH LIGHTS (CHICAGO)

# PRECEDENT STUDY



CHICANO PARK (SAN DIEGO)



THE UNDERLINE (MIAMI)



Advisory Council on  
Historic Preservation  
1522 K Street N.W.  
Washington, D.C. 20005

MEMORANDUM OF AGREEMENT

WHEREAS, The Federal Highway Administration proposes to assist the Arkansas Highway and Transportation Department in the construction of Interstate Highway 630, Little Rock, Arkansas; and,

WHEREAS, the Federal Highway Administration, in consultation with the Arkansas State Historic Preservation Officer, has determined that this undertaking as proposed would have an adverse effect upon the following properties which are either included in, or have been determined on the authority of the Secretary of the Interior to be eligible for inclusion in, or determined by the Federal Highway Administration and the Arkansas State Historic Preservation Officer to be eligible for inclusion in the National Register of Historic Places:

1. McArthur Park Historic District
2. Reichart House
3. Mt. Holly Cemetery
4. Governor's Mansion Historic District
5. Structure located at 1500 College Street
6. Structure located at 1501 Welsh Street
7. Structure located at 1221 Louisiana Street
8. Structure located at 1305 Louisiana Street
9. First Methodist Church
10. Conrad House; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 USC 470f, as amended, 90 Stat. 1320), the Federal Highway Administration has requested the comments of the Advisory Council on Historic Preservation; and,

WHEREAS, pursuant to the procedures of the Advisory Council on Historic Preservation (36 CFR Part 800), representatives of the Advisory Council on Historic Preservation, the Federal Highway Administration and the Arkansas State Historic Preservation Officer have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect; and,

WHEREAS, the Arkansas Highway and Transportation Department was invited and participated in the consultation process; now,

*The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.*

Page 2  
Memorandum of Agreement  
Interstate Highway 630  
Federal Highway Administration

THEREFORE:

It is mutually agreed that implementation of the undertaking, in accordance with the attached letter and proposal of May 15, 1978, from C. F. McMillen, Division Administrator, Federal Highway Administration, will avoid or satisfactorily mitigate any adverse effect on the above-mentioned properties.

Robert M. Utley 6/15/78 (date)  
Robert M. Utley  
Deputy Executive Director  
Advisory Council on Historic Preservation

C. F. McMillen 6/19/78 (date)  
Federal Highway Administration

Gene Bailey 6/27/78 (date)  
Arkansas State Historic Preservation  
Officer

\_\_\_\_\_  
(date)  
Chairman  
Advisory Council on Historic Preservation

Concur:

Henry Gray 6-20-78 (date)  
Arkansas Highway and Transportation  
Department

## MEMORANDUM OF AGREEMENT

This proposal is concerned with the impact of the proposed I-630, from Dennison Street to I-30, on cultural properties included in the National Register of Historic Places or those eligible for inclusion, and is submitted in compliance with the National Historic Preservation Act of 1966. These properties are as follows:

- MacArthur Park Historic District
- Mt. Holly Cemetery
- Reichart House
- Governor's Mansion Historic District
- A structure east of I-30 at 1500 College Street
- A structure east of I-30 at 1501 Welsh Street
- First Methodist Church at 8th and Center
- A structure at 1221 Louisiana Street
- A structure at 1305 Louisiana Street
- Conrad House

To mitigate the adverse effects of the proposed project upon these identified properties, the following measures are being employed:

### A. Below-Grade Facility

The proposed freeway will be constructed a minimum of 20' below grade from Dennison Street to a point of about a block west of the interchange with I-30. The advantage of this below-grade facility will be the production of less noise, less visual separation of the historic district, and unimpeded vehicle and pedestrian flow along the north-south streets.

### B. Buffer Zones

The right of way for the facility has been acquired to include lands in excess of those actually needed for construction of the freeway. These lands will provide buffer zones on both sides of the facility which range in width from 3/4 of a block to approximately 25'. The acquisition of these buffer zones will permit additional space for the development of strip-type parks between the freeway and the adjacent land uses. The parks will be landscaped and will contain paths for pedestrians who wish to walk to work or shop downtown. They will include benches, gazebos, lighting, and other park-type amenities. The buffer zones will also be utilized for the construction of earth berms in the MacArthur Park Historic District to further reduce the impacts of noise and visual intrusion.

This Memorandum of Agreement was executed by the chairman of the Advisory Council, Arkansas SHPO, FHWA and AHTD during June of 1978. A fully executed copy is available at the Arkansas Highway and Transportation Department.

### C. Construction Activities

It is agreed that construction work will take place only on week days; i.e., Monday through Friday, within the MacArthur Park Historic District. It is estimated that if work were to take place during the construction season on Saturdays, the project could be completed 20% sooner. If it is demonstrated that a majority of those who dwell within the Historic District prefer Saturday work in order to accomplish more rapid completion of the construction, the contractor will be authorized to work on Saturdays.

Construction hours will be from 7 a.m. to 6 p.m. No work of any kind, such as equipment start-up, will be permitted prior to 7 a.m. There will necessarily be approximately four Sundays in which work must be accomplished at the I-630-I-30 Interchange. The reason for this is that steel will have to be hung over the mainlanes of I-30 at a time of minimal traffic when the lanes can be closed. No noisy equipment, such as scrapers, riveters, or jackhammers will be used for these operations.

A construction sequence will be employed so that alternate north-south bridges will be constructed initially. Following the completion of these, the remainder of the bridges will be constructed. By applying this sequence, a minimum of one block of indirection for north-south traffic will be necessary to accommodate the construction.

Another construction feature will be the method of excavation for the cut. The dirt which must be removed to locate the mainlanes below grade will be piled near I-30 for construction of the interchange. The cut will begin in the eastern part and proceed westerly. By this method, all haul can be done below grade which will minimize noise, dust, and interruption to traffic.

No hauling will be permitted on city streets. There is adequate room so that all hauling of materials can be accomplished within highway right-of-way.

There will be provisions in the construction specifications to require the contractor to control dust at all times. He will be required to have a water truck standing by during all operations and to water as often as necessary to control the dust. The resident engineer and inspectors will be instructed to stop all activities if dusting occurs until proper watering is accomplished.

Preliminary investigations and tests indicate that no blasting is anticipated for this project.

No pile driving will be required except at the I-630-I-30 Interchange.

Existing trees which are not within the construction limits will be tagged, and the contractor will be required to build a fence around them to preserve them. He will not be permitted to park equipment or service equipment under or around trees which are designated to be preserved.

Citizens may report any violations of these construction provisions to the Director of Highways or the Department's Chief Engineer who in turn will effect immediate compliance.

D. Landscaping

Landscaping will be done in accordance with the SHPO's recommendations; i.e., plantings of Magnolia trees to emphasize the prevailing grid pattern. Other flowering trees and shrubs will be planted along the strip parks and in the sitting areas.

An evergreen tree screen will be planted on an earth mound which will be constructed along the south edge of MacArthur Park. As requested by the SHPO, the variety of trees will be limited to 12 to provide continuity throughout the project.

There will be no plantings other than grass in the vicinity of the I-630-I-30 Interchange.

Water pipes and valves will be installed so that all plantings can be watered by using a 150' hose. The valves will be "quick-coupler" valves which are below the ground so that they will not be hit by mowers or vandalized.

All landscaping plans will be submitted to the SHPO for approval prior to construction.

E. Lighting

Lighting will be installed in accordance with the SHPO's recommendations.

A contemporary style fixture which will employ a brown anodized pole and luminaire will be used throughout the project, both along the mainlanes and on the cross streets. The fixtures will be equipped with luminaires which direct the light onto the roadway surface rather than to the adjacent dwellings. Sodium vapor lights will be used for the mainlanes and mercury vapor lights for the cross streets.

Lighting plans and selection of fixtures will be submitted to the SEPO for approval prior to construction.

Mounting heights of luminaires along the cross streets will be in accordance with the City's normal practice.

F. Signs

There will be no overhead signs on the cross streets. Signing will be similar to that which exists at Cedar and Fair Park Streets. In most cases, signing will be limited to trail blazers with directional information. Where possible, signs will be mounted on light standards to eliminate poles on the cross streets.

All signing plans will be submitted to the SEPO for approval prior to construction.

G. Fences

The fences will be located down in the depression so that they will not be visible from the adjacent private property. The fences will be chainlink and covered with a vinyl coating which comes in colors of brown, green, and tan. The SEPO will choose the colors.

The fence will be screened by an evergreen hedge along the private property side.

II. Architectural Details of Highway Structures

As requested by the SEPO, an anodized brown tubular rail will be utilized instead of a standard aluminum bridge rail. The color will be compatible with the supporting steel for the bridges which will be painted a rich dark brown.

The parapet walls of the bridge structures will be treated with a textured concrete finish. This texturing will also be utilized on retaining walls required for the project.

The steel of the suspended arch structure for the I-630-I-30 Interchange will be painted sandalwood tan.

All plans, colors, and rail design will be submitted to the SEPO for their approval prior to construction.

I. Structural Surveys and Contractor's Liability

The construction specifications for this project will require the contractor to repair any damage to adjacent property which may

result from his work. This section of the specifications will be emphasized to the contractor at a meeting before any work begins. The contractor is required to post a bond which remains in effect for six months after the job is completed to assure compliance with all provisions of the specifications which will include repairs as indicated above.

To assure property owners, as well as contractors, conditions as they exist prior to construction will be documented by structural surveys made for all dwellings in the Historic District adjacent to highway right-of-way as well as those dwellings on or eligible for inclusion in the National Historic Register. If damage should occur to National Register properties, the contractor shall coordinate said repairs with the SHPO Officer.

J. Extension of Lighting and Landscaping Beyond Right-of-Way Limits

To tie the Historic District together, lighting (the same as will be installed in the right-of-way) will be extended beyond the project area along Scott, Cumberland, Rock, and Commerce Streets between 10th and 15th Streets. Street trees, the same as those that will be provided on the project in the right-of-way, will also be extended beyond project limits within these areas. The City has agreed to maintain the lights and trees which will be installed in the areas not within highway right-of-way.

The City has also agreed to coordinate future lighting and street tree planting in the Historic District with these installations.

K. In-Fill Structures

As recommended by the SHPO, certain areas along the fringes of the buffer zones (specifically, the east half of the block on the north side of 13th Street between Scott and Cumberland, the north side of 14th Street between Rock and Commerce, and the north side of 15th Street between Park and Bragg), will be made available for in-fill structures. These structures will be either dwellings moved in from other locations or newly constructed buildings. All structures must be insulated against noise if they are to be used for residential purposes and must have outdoor living spaces located so that they will not be affected by the freeway.

All structures must be approved by the SHPO for architectural compatibility with the Historic District.

There will be restrictions in the deed which transfers the property to assure that the structures could only be used for residential or quiet business purposes. Management of the structures will be by a public or non-profit group such as the Little Rock Housing Authority or the Quapaw Quarter Association.

The SHPO will provide an agreement for fair and equitable custodianship of the in-fill structures.

L. Additional Historic Surveys

Although the corridor has been surveyed for historic resources, it is the opinion of the SHPO that additional surveys may be beneficial. These surveys will be provided by the SHPO's office.

Should any additional structures be identified by the SHPO which may be eligible for inclusion in the National Register, it is considered likely that the provisions already in the Final EIS and this proposal regarding continuous monitoring of noise and air impacts, retention of as many trees and shrubs as possible, landscaping, noise abating barriers, and the depressed section of freeway, taken together as part of the proposed undertaking, will prevent impacts on these structures. However, should it be determined that the project will cause an adverse effect, mitigating measures will be worked out in consultation with the SHPO. In case there is no agreement between the SHPO, AHTD, and FHWA on mitigative measures, the Advisory Council on Historic Preservation will be consulted to resolve the matter.

M. Conrad House

The Conrad House, which has been acquired by the AHTD, is located within the immediate construction area of the facility. Since this house is considered to have historic value, it will be relocated to one of the in-fill areas. The AHTD will pay for the removing, new foundation, and provide utility hookups. The SHPO will provide a plan for custodianship.

The Historic American Building Survey will be consulted prior to the moving of this house.

N. Earth Berms

An earth berm, which will be planted with an evergreen tree screen, will be constructed along the south edge of MacArthur Park on highway right-of-way. Earth berms will also be built along the Scott-Cumberland ramps.

O. Monitoring for Future Effects

It has been pointed out that the Scott-Cumberland area is rich in historic resources. After the freeway is opened to traffic, the AHTD will monitor these areas to determine increases in possible freeway-related noise and air pollution. If levels exceed Federal standards, mitigation will be provided, such as double

glazing, storm windows, extra landscaping, etc. If particulates above acceptable levels are produced by freeway or freeway-related traffic, electro static filters will be provided. The FHWA will review this monitoring.

It should be pointed out that air pollution has been calculated using the worst hypothetical conditions possible, such as maximum traffic, extremely poor weather conditions, and peak inversion times. Even under these conditions, the calculations indicate that pollution produced will be substantially below maximum acceptable standards.

In other words, there should be no unacceptable air pollution.

Monitoring will also take place at the other properties identified in the first paragraph of this Agreement as well as any other historic places which might be identified by the SHPO's survey. If freeway-related impacts are produced on these structures, mitigation such as described above will be provided.

P. Mt. Holly Cemetery

An evergreen tree screen and a sidewalk will be established on highway right-of-way along the southern boundary of the cemetery. As requested by the Quapaw Quarters Assn., the retaining wall between the cemetery and the Broadway Street off-ramp will be brick veneered. The SHPO and the QQA will be consulted as to the color of the brick.

Q. Pedestrian Overpass at MacArthur Park

At a meeting with the Mayor of Little Rock, the Chairman and Superintendent of Little Rock Public Schools, the City Planning Officer, the SHPO, the FHWA, and the AHTD, a decision was made that the pedestrian overpass will be constructed. The design for the structure has been approved by the SHPO, and the structural steel will be painted the same brown as the other cross-bridges along the route.

R. Frontage Roads

At the request of the SHPO, in order to minimize impact to the MacArthur Park Historic District, frontage roads will be eliminated between Cumberland and McAlmont Streets on the north side and between Cumberland and Bragg Streets on the south side of I-630.

S. Approval of Plans for Green Space Development

Plans for street furniture such as benches, trash receivers, tree wells, etc., will be submitted to the SEPO for approval prior to installation.

T. Archeology

On-site reviews by the AHTD archeologist and consultations with the State and Regional Archeologists, as well as the local society, indicate that there will be no archeological resources in the path of the proposed construction. If, during actual construction, significant sites are discovered, the job specifications will provide that the work stop in the area until appropriate excavation and salvage can be accomplished.

U. Maintenance

To assure adequate maintenance of both the highway facility and the green spaces, AHTD will provide a full-time crew to perform the necessary mowing, litter pickup, and repairs.

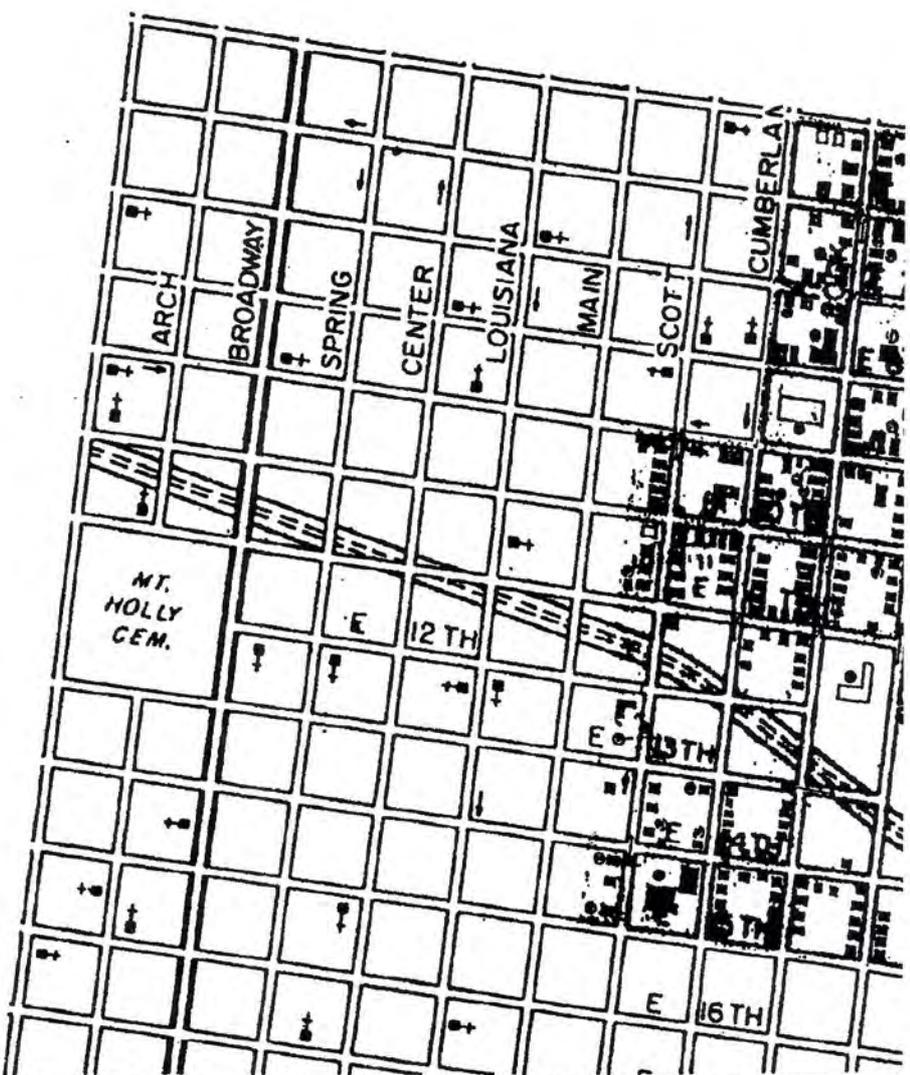
V. Supervision

In addition to the Department's resident engineer and staff and the FHWA inspecting engineers, a representative of the Department's Environmental Division, who will be thoroughly familiar with the terms of this Agreement, will be assigned to inspect the work at least weekly to assure compliance with this proposal.

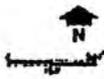
The Director of Highways and Transportation, Henry Gray, has requested that persons who feel that the terms of this proposal are not being met, contact him personally at 569-2211 so that he can assure prompt compliance. If the Director is not in, the Department's Deputy Director and Chief Engineer, Billy K. Cooper, should be contacted.

**SYMBOLS**

SIGNIFICANT STRUCTURES	
1. Post-Office-1890 House	51. 910 East Seventh
2. Bankers' Hall	52. First Bank Building
3. Custom House	53. Commercial Bank
4. Post-Office-1890 House	54. Parkside House
5. 200 Main	55. 600 Main
6. 210 Main	56. 815 Commercial
7. 240 East Third	57. 815 Commercial
8. 210 East Third	58. 815 Commercial
9. 210 East Third	59. 815 Commercial
10. 210 East Third	60. 815 Commercial
11. 210 East Third	61. 815 Commercial
12. 210 East Third	62. 815 Commercial
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42. 210 East Third	92. 815 Commercial
43. 210 East Third	93. 815 Commercial
44. 210 East Third	94. 815 Commercial
45. 210 East Third	95. 815 Commercial
46. 210 East Third	96. 815 Commercial
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49. 210 East Third	99. 815 Commercial
50. 210 East Third	100. 815 Commercial



**PENDING**



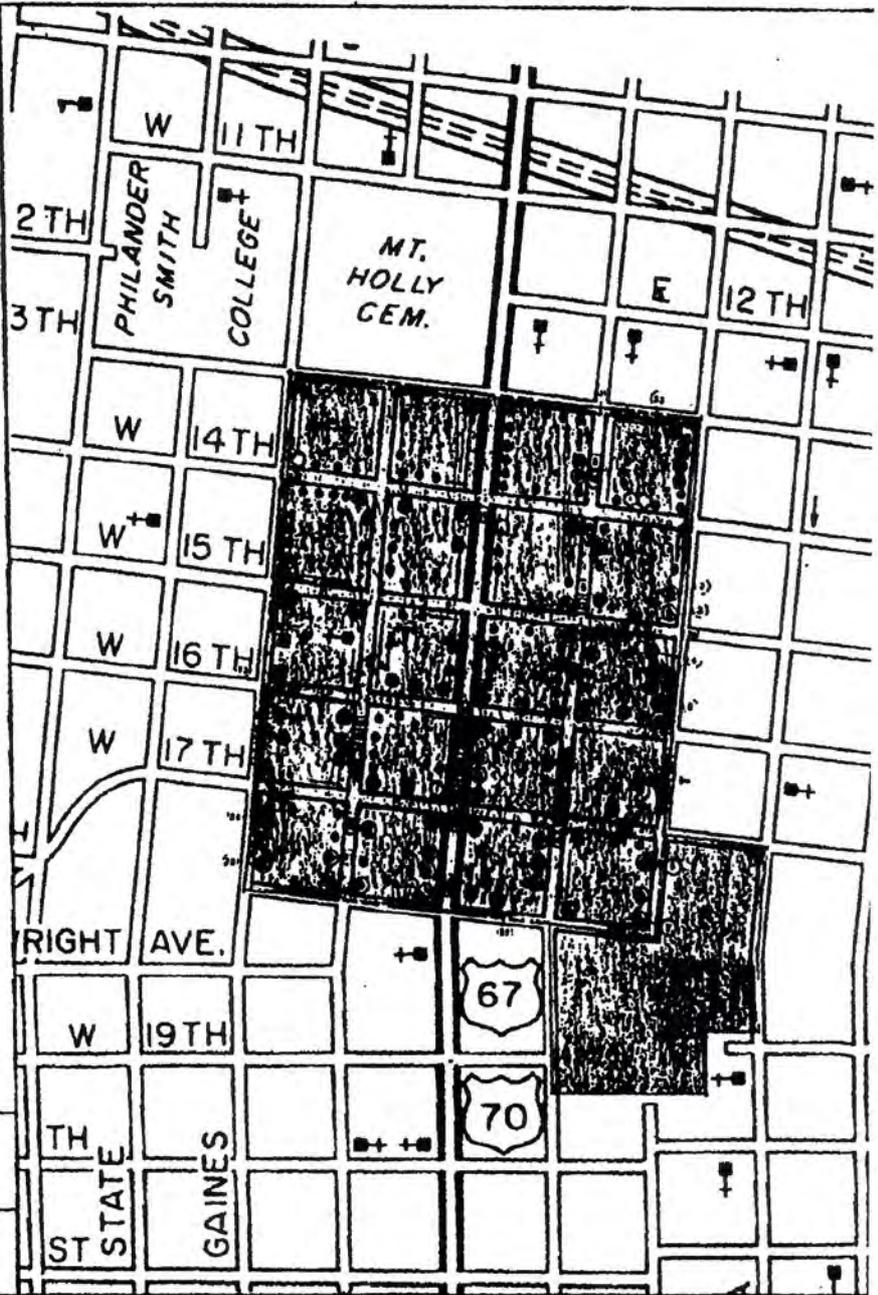
**ARTHUR PARK HISTORIC DISTRICT**  
**LITTLE ROCK, ARKANSAS**

KEY

- HISTORIC HOUSING SERVICES BOUNDARY
- GOVERNOR'S MANSION HISTORIC DISTRICT BOUNDARY
- HISTORIC STRUCTURE ONLY AS RESIDENCE
- HISTORIC STRUCTURE ONLY AS COMMERCIAL STRUCTURE
- PAVILION, OR EXTREMELY SIGNIFICANT HISTORIC STRUCTURE
- COMPATIBLE ADDITION
- INCOMPATIBLE ADDITION
- OPEN SPACE
- PARKING

PHOTOGRAPH KEY

- HOUSE-TO-CORNER LINE INDICATES THE HOUSE PHOTOGRAPH
- STREETLAPES (THICK ARROW INDICATES DIRECTION OF PHOTOGRAPH)



PROJECT PENDING



GOVERNOR'S MANSION HISTORIC DISTRICT  
LITTLE ROCK, ARKANSAS

ARKANSAS HISTORIC PRESERVATION PROGRAM

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 11:51 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** tiffany jolene lyche

**Email:** tifajolene@gmail.com

**Address:** 9300 brittany point drive

**Telephone:** 5015391337

**Message:**

I have crossed the bridge that intersects 530,30,440 numerous times at peak travel hours and been stuck in traffic for nearly an hour if I leave my home 5 minutes too late. The road is rutted and needs widening to accommodate the large quantity of traffic flowing through this interchange area

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 12:00 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Bonnie Nickol

**Email:** bnickol@yahoo.com

**Address:** 5808 N. Country Club Blvd.

Little Rock, AR. 72207

**Telephone:** (501) 663-3382

**Message:**

My husband and I strongly oppose the additional construction of lanes which will increase the total to 10 lanes. We suggest that this plan as put forward will divide a city and prevent its economic development of the East side of the highway.

We believe that other cities have made decisions that will lead them into the future designs that are pedestrian friendly, accommodate for more inbuilding in areas that will lead to smarter growth and in planning for the future of wider use of public transportation, biking and other means of travel.

We are most unhappy that this huge project is preparing to move ahead despite the feelings of the citizens of Little Rock.

Thank you for your consideration.

Bonnie and Sam Nickol

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 12:42 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Robert Lyford

**Email:** blyford48@gmail.com

**Address:** 315 Rock St., Apt. 1602, Little Rock, AR 72202

**Telephone:** 501.681.0417

**Message:**

I object to the "preferred alternative", which the ADoT supports, for the I-30 Project. I believe the 1-30 bridge should be replaced and the entrances and exits to and from I-30 on the south side of the river to Roosevelt Road be studied for changes leading to increased safety. I do not think any lanes should be added to I-30 in the Project area, which is the same position the RPAC took on multiple occasions when providing advice to the Metro Plan Board. The previous Plan restriction to six lanes should be honored.

## Connecting Arkansas Program

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**From:** Casey Covington <CCovington@Metroplan.org>  
**Sent:** Thursday, July 26, 2018 1:26 PM  
**To:** Connecting Arkansas Program  
**Cc:** randal.looney@dot.gov; Browning, Benjamin; Tab Townsell; Susan Markman; Iris Woods  
**Subject:** Metroplan Staff Comments on 30 Crossing EA  
**Attachments:** staff comments EA.pdf

The attached comments are provided on behalf of Metroplan Staff on the 30 Crossing EA. We appreciate the opportunity to be involved in this project.

Casey R. Covington  
Metroplan



METROPLAN

SMART PLANNING MAKES SMART PLACES.

July 26, 2018

ArDOT 30 Crossing Public Hearing  
Attn: Jon Hetzel  
4701 Northshore Drive  
North Little Rock, AR 72118

Sent VIA Email to: Info@30Crossing.com

RE: I-30 Crossing Public Meeting  
Environmental Assessment Comments  
Submitted Via Email

Dear Mr. Looney:

The following staff comments are provided following the review of the Environmental Assessment (EA) for *30 Crossing*. Metroplan staff's review focused on the main Environmental Assessment document and traffic analysis (Appendix B). **Staff believes that this analysis is proper for the Federal Highway Administration to base its decision document.**

The Study team has developed a superior operational analysis that speaks to the expertise and abilities of its members. **The traffic and operational analysis provides an admirable analysis and summary of traffic impacts of the various 30 Crossing alternatives under consideration. Furthermore, staff believes that the traffic projections are reasonable and fall within an acceptable range given engineering practice.**

**The environmental assessment properly indicates the split diamond interchange as the Locally Preferred Alternative as voted on by the Metroplan Board on November 29th, 2017.** From a review of the traffic analysis, it is apparent that the Split Diamond (SD) Alternative necessitates the selection of the 6+collector distributor (CD) mainlane alternative. Staff supports elimination of the 8-lane SD alternative as a viable build alternative. Furthermore, staff believes that the 8-lane and 6+CD corridor alternatives represent the most suitable highway design alternatives and support inclusion of both in the EA.

Staff would like to acknowledge the study team and their efforts to address prior comments from Metroplan staff, including modifications to the north interchange for the 8-lane alternatives, revisions to

downtown traffic patterns, and explanations added for extreme congested/gridlock conditions in the IJR. **Prior comments have been addressed to our satisfaction**, and I am pleased with the positive interactions I had with the study team. We are equally pleased to see that the study team decided to include a section on future technology and Metropolitan Planning in the documents.

The following comments should be responded to before a Decision Document is issued.

1. Document improvements assumed in the VISSIM model beyond those shown in the project schematic, specifically the widening of ramps inside the South Interchange and improvements between Roosevelt and the South Terminal to accommodate these improvements.
2. Provide an account for the elimination of the outside improvements to I-630 in the EA.

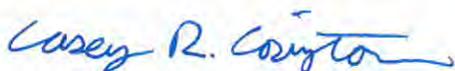
The IJR identified primary changes made since the PEL as design modifications, updated traffic volumes, and an extended traffic analysis period. The elimination of the assumed widening of I-630 should be added to this list. **The impact of not widening I-630 is well documented in the preferred alternative traffic results, showing traffic congestion starting at I-630 backing onto I-30 in the opening year and onto I-40 and Hwy 67 in the design year.**

Metroplan staff remains concerned about how *30 Crossing* will affect I-630 and the feasibility and timing of any proposed projects for that corridor. We do acknowledge that *30 Crossing* is not solely responsible for the congestion on I-630 and that regardless of the selected option for *30 Crossing* some modifications to I-630 between I-30 and University are likely warranted. *Widening of I-630 from University to I-30 is not part of the vision or financially constrained LRMTF.*

3. Recognize the impact of *30 Crossing* on regional land use and the distribution of population and employment. Metroplan staff is available to assist the study team with this discussion.

If FHWA concurs with the split diamond interchange, Metroplan is encouraged that dialogue with the City of Little Rock and public will continue regarding the design of 2nd Street and the newly created open space during the design build process. The interaction of these two will be critical to the success of the proposed park and downtown traffic patterns. One option to consider would be to retaining 2nd Street for local traffic only between Sherman and Cumberland, moving through traffic (to and from interstate) to a new road at the parks southern property line, and eliminating 2nd street from Mahlon Martin to Sherman.

Sincerely,



Casey R. Covington, PE, AICP  
Deputy Director  
Metroplan

## Connecting Arkansas Program

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**From:** Barry Haas <bhaas@sbcglobal.net>  
**Sent:** Thursday, July 26, 2018 2:20 PM  
**To:** Info@30Crossing.com  
**Subject:** ArDOT 30 Crossing Public Hearing Comments  
**Attachments:** Norm Marshall I-30 EA Review.PDF; Untitled attachment 00117.html

July 26, 2018

ArDOT 30 Crossing Public Hearing  
Attn: Jon Hetzel  
4701 Northshore Drive  
North Little Rock, AR 72118  
[Info@30Crossing.com](mailto:Info@30Crossing.com)

Dear Mr. Hetzel,

I am submitting the following comments concerning the clearly inadequate Environmental Assessment (EA) and in opposition to the so-called 30 Crossing project CA0602 that among other things involves a mega-widening of I-30 through downtown Little Rock resulting in as many as 14 or 15 total lanes in places.

Some issues being raised here are:

The lack of an Environmental Impact Statement (EIS)

Overwhelming public opposition to the proposed I-30 project as clearly expressed during numerous public comment periods

Damage to property values and development potential as a result of interstates through urban areas

Fiscal irresponsibility in heavily funding this 7.3-mile project to the detriment of the Arkansas Department of Transportation's (ArDOT) responsibility to adequately maintain the existing approximately 16,000 miles of state roadways

5) Near roadway air pollution health hazards

6) Segmentation of interstate widenings

First, I was one of the plaintiffs in the 1991 lawsuit **Audubon Society of Central Arkansas v. Dailey** No. LR-C-91-30 (761 F. Supp. 640) (E.D. Ark. April 1, 1991). We sued the City of Little Rock and the U.S. Army Corps of Engineers for failure to perform an Environmental Impact Statement (EIS) regarding the proposed extension of Rebsamen Park Road west along the Arkansas River in Little Rock. Federal Judge George Howard ruled in our favor in regards to the requirement an EIS be performed, and upon appeal to the 8th Circuit in St. Louis Judge Howard's ruling was upheld.

The proposed Rebsamen Park Road project was on a much smaller scale than the proposed 30 Crossing project. Given the legal precedent in **Audubon Society of Central Arkansas v. Dailey** No. LR-C-91-30 (761 F. Supp. 640) (E.D. Ark. April 1, 1991) and the multitude of human environmental issues needing to be addressed in great detail an EIS is clearly mandated for the proposed 30 Crossing project.

Ben Browning of the Arkansas Department of Transportation (ArDOT) has said in public multiple times that you were doing an “Environmental Assessment on steroids”. As I’m sure you know, there is no EA on steroids in the National Environmental Policy Act (NEPA). Why would you intentionally mislead the public by saying such a thing?

Second, when the public has been given an opportunity to comment on the proposed 30 Crossing project these past few years, they have overwhelmingly opposed the project in its present form at every opportunity. Metroplan had four public comment periods regarding 30 Crossing- for example, as Metroplan’s Long Range Metropolitan Transportation Plan (LRMTP, or Imagine Central Arkansas) needed to be amended to allow the project planning to continue, or as Metroplan’s maximum six-through-lane interstate policy needed to be waived to accommodate the additional lanes and much wider footprint of the proposed 30 Crossing project.

Below is a summary of the overwhelming public opposition with 60% of commenters opposed to amending the LRMTP during the first comment period, 65% opposed to a waiver of the six-through-lane policy during the second comment period, an astounding 94% opposed to another amendment to the LRMTP to grant a waiver to the six-through-lane policy during the third comment period and finally 76% opposed to adding the phrase “Capacity improvements” to Metroplan’s Transportation Improvement Program (TIP). (**Footnote 1-** details the four Metroplan public comment periods, number of comments submitted and results both in favor and opposed to the widening of I-30 through downtown Little Rock.)

A preponderance of comments submitted to Metroplan during those four public comment periods in support of the 30 crossing project were made by people identifiable as contractors, bankers, developers and others who may have a financial interest in the project going forward. Most of the comments in support were for the most part “cookie cutter” comments with nothing but a simple sentence like this: “I support the 30 Crossing project”. As a long-time poll worker here in Little Rock, I know stacked votes when I see them.

On the other hand comments to Metroplan by opponents of the project were individual and expressed a wide variety of concerns including:

- 1) the project is a waste of limited highway dollars that could be spent more wisely maintaining the roads we already have
- 2) the damage to Little Rock’s tax base that an interstate widening through the heart of an urban center would cause
- 3) alternatives ArDOT refused to seriously consider like a new bridge at Chester Street to offer commuters an additional crossing point over the Arkansas River and take pressure off the I-30 bridge
- 4) more polluted air impacting nearby school children and downtown workers adjacent to I-30 whose health would be damaged by the further degraded air quality
- 5) increased noise issues in an already very noisy area due to increased traffic
- 6) ArDOT’s refusal to seriously consider the role technology is almost certain to have in the very near future regarding traffic modeling, things like ride-sharing and self-driving vehicles, that may significantly increase the number of vehicles that can safely occupy each lane mile of interstate

In response to ArDOT’s Public Meeting #6 on April 26, 2016 there were 1,406 comments submitted per your accounting. Here is your summary of those comments taken from page 10 of the Public Meeting #6 Summary:

“**Table 5** Tallies how many times each alternative was selected from the collection of comment forms. Over 500 comment forms selected a preference for the 6-Lane with Collector/Distributor Lanes and 29 for the 8-Lane General Purpose Lanes alternatives.

The No Build alternative was selected 464 times, although a portion of those comment forms also included a specified preference to evaluate turning I-30 into an at-grade boulevard-type facility or suggested that other alternatives be developed and evaluated. Considering the No Build alternative for AHTD projects involves no new construction, these preferences were considered as a preference for “Other.” As such, 229 selections of “Other Alternative” were recorded. Those who provided additional comment primarily suggested the boulevard concept, bridge repair or replacement only, and the StudioMAIN-presented concept that includes deck parks as part of the 30 Crossing design.”

That comes to just under 38% of commenters who expressed a preference for either of the two “build options” you offered. The remaining 62% did not support either of your “build options”.

Re ArDOT’s characterization that “Considering the No Build alternative for AHTD projects involves no new construction, **these preferences were considered as a preference for “Other”** [emphasis added]”. I offer a different characterization. It is that the public rejected ArDOT’s refusal to offer a realistic option between “No Build” using your definition meaning “no new construction”, and 14 or 15 lanes cutting through the heart of downtown Little Rock. The fact that ArDOT doesn’t seem to comprehend that reality is more than a bit troubling. Is ArDOT a public agency using taxpayer dollars in a fashion the public supports? Or is ArDOT an agency that ignores the public, and does what highway contractors want? Which is it?

Third, in August 2017 Metroplan brought in guest speaker Joe Minicozzi of Urban3 who is a planning professional. Minicozzi presented a public program twice that was titled “Understanding the Market Forces of Regional Development” that documented how damaging interstates like I-30 are that cut through downtown urban areas. I-630 is a real-life example here in Little Rock of the damage interstates in the wrong places can inflict on a community. Little Rock to this day has not recovered from the damage caused by I-630’s construction. Urban interstates severely damage the tax base and development potential, reduce property values plus reduce the livability and viability. Originally conceived in the 1950s to move military assets around the country if needed, interstates were designed to avoid major urban areas, not go through them. **See Footnote 2 for a link to Minicozzi’s PowerPoint plus a YouTube video of his presentation. I’m submitting and wholly incorporating Minicozzi’s presentation as evidence of the fiscal damage to the tax base and potential growth expansion of I-30 would inflict on the downtown Little Rock area.** I don’t see any consideration given to this issue in the I-30 EA.

Fourth, ArDOT has no business committing roughly \$400 million in Connecting Arkansas Program (CAP) funds on this single 7.3 mile project. It’s the height of fiscal irresponsibility. An estimated \$1.8 billion in CAP funds is expected to be collected statewide during the 10-year period the 1/2% sales tax is being collected. Four hundred million dollars represents almost one-fourth of the entire 10-year estimated income being collected from taxpayers all across Arkansas. Those funds should be spent more broadly, and more wisely, all across the state given that is where the funds originate. In addition it is widely acknowledged the I-30 widening will not eliminate traffic congestion, but simply move congestion and “choke points” just beyond the termini of this proposed project, accomplishing nothing. All the models agree on that point. Attached is a “Review of 30 Crossing Environmental Assessment” by Norman Marshall of Smart Mobility. Marshall is a nationally recognized expert and consultant on traffic modeling. By its submission, I am incorporating this Review in support of my comments. **Footnote 3 is Smart Mobility’s “Review of 30 crossing Environmental Assessment”, and is wholly incorporated as part of my comments.**

Looking at statewide highway funding ArDOT acknowledges need and additional \$140 million a year to maintain the existing estimated 16,000 miles of state roads and widen roads in some areas. Given that unfunded maintenance deficit, how is spending a total of \$632 million on such a limited area as the 30 Crossing project responsible stewardship? The clear answer- it’s not. The proposed I-30 widening would add even more pavement that would need to be maintained in the future, thus increasing ArDOT’s unfunded maintenance costs.

ArDOT has cobbled together an estimated \$632 million to start the 30 Crossing project knowing that amount of funding is insufficient for the project to be completed as currently designed. The project as designed cannot be completed for that amount of money. Question- when the \$632 million in available funding proves insufficient to complete the project as currently designed, what specific parts of the overall design will be delayed until additional funding is made available or eliminated entirely?

Fifth, there is an issue of near roadway air pollution health hazards. The snip below is from the Environmental Protection Agency's website section on Air Research (see <https://www.epa.gov/air-research/research-near-roadway-and-other-near-source-air-pollution> under the heading "Roadways"):

"With more than 45 million people in the U.S. living within 300 feet of a major transportation facility or infrastructure, notably busy roads, there is concern about the potential health impacts from air pollutants emitted from cars, trucks and other vehicles. Research has demonstrated that exposure to pollutants emitted from motor vehicles can cause lung and heart problems and premature death.

To reduce the impact of living near busy roads, researchers are evaluating how roadway design, including noise barriers and roadside vegetation, can help to reduce exposure to air pollutants.

Researchers continue to study the health effects of single and multiple pollutants and are examining specific components of emissions that are associated with the effects. In addition, EPA supports the Health Effects Institute, an independent nonprofit organization that provides science on the health effects of pollutants from motor vehicles and other sources. Supported jointly with industry, HEI has produced important research findings on the health effects of air pollutants related to motor vehicle emissions."

Given the nearby schools and office buildings immediately adjacent to I-30 in downtown Little Rock, it is incumbent on ArDOT to show that air quality will not suffer as a result of your projected large increase in daily vehicle counts, and that children and adults so situated will not suffer short- or long-term adverse health effects as a result of the proposed widening of I-30 through this heavily urban area.

Sixth, it's clear to those of us who have been following this proposed project for years that widening of central Arkansas interstates is being done on a segmented basis. It's my understanding segmentation violates federal law. A project to widen 2.6 miles of I-630 from the Baptist Hospital interchange to University Avenue just started at a cost of \$87.3 million. If the I-30 widening is allowed to proceed, that will leave the stretch of I-630 from University Avenue to I-30 as then needing to be widened. Otherwise that segment of I-630 from University Avenue to I-30 will become a newly created source of congestion on both its east and west termini where more lanes from both I-630 to the west and I-30 to the east feed into fewer lanes along that segment of I-630 connecting the two.

The 30 Crossing project as described on page 201 of Metroplan's Imagine Central Arkansas includes the following "illustrative" language:

"Illustrative Projects Linked with  
30 Crossing (CA0602)

Three freeway segments have noticeable impacts on or will be impacted by the proposed 30 Crossing improvements. Improvements to these corridors would be necessary (given the modeling assumptions) to avoid forming bottlenecks, which will impact traffic operations and safety within the 30 Crossing corridor. These projects are listed as illustrative as there has been no financial commitment to their construction by the Arkansas Department

of Transportation. Improvement projects would be subject to individual corridor and environmental studies.

### Capacity Improvements

1. Interstate 30 - I-530/I-440 (South Terminal) to 65th Street

Interstate 30 - 65th to I-430

After widening to 65th

Interstate 630 - I-30 to University

- Congestion impacts on I-630 are greater with 6+C/D Lane Alternatives

### **FHWA Definition of Illustrative Project**

Illustrative project means an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available”

This is well beyond “illustrative”. It’s a blueprint or road map of what ArDOT is planning for our future- more lane additions on additional interstate segments, segment by segment, until all the interstates have been widened. Incredibly, a planned result of the I-30 widening is “Congestion impacts on I-630 are greater with 6+C/D Lane Alternatives”, your preferred alternative. Spending hundreds of millions of limited roadway dollars with an acknowledged result of making congestion worse is a failure, plain and simple.

Given the Unfunded Projects (page 181 of Imagine Central Arkansas) staggering deficit of \$13.1 billion just within Metroplan’s central Arkansas jurisdiction, continued construction of new lanes is clearly unsustainable. In fact just maintaining the existing ArDOT roadways may be unsustainable given current fiscal restraints. And with income sources for such work shrinking- e.g., the CAP expires in 2023, federal funds are drying up, more fuel efficient vehicles produce fewer gasoline tax dollars- a wise expenditure of every roadway dollar is more critical now than ever. There is little or no evidence ArDOT is up to the task.

In closing the 30 Crossing project demands an EIS be performed, and that the above issues be more thoroughly reviewed. State highway officials must say no to more new lanes or to more new roads until sufficient funding is in place to maintain roadways already under ArDOT’s purview. If not, the Federal Highway Administration may have to step in and force ArDOT to operate in a fiscally sustainable and responsible manner.

Please confirm receipt of these comments.

Sincerely,

Barry Haas

804 Konrad Court

Little Rock, AR 72223

501-821-4097 (Home phone- 10:00 a.m. until 10:00 p.m. preferred)

[bhaas@sbcglobal.net](mailto:bhaas@sbcglobal.net)

### **Footnote 1- Metroplan Public Comment Periods**

Public Comment Period #1 from 4/3/16- 5/6/16 re amending the Imagine Central Arkansas Long-Range Metropolitan Transportation Plan (LRMTP or 20 year plan) financial resources and project list for 2016-2020: 196 total comments with 73 in favor or 37%, 117 opposed or 60%, and 5 expressing a general concern or 3%

Public Comment Period #2, 7/24/16- 8/23/16, to consider a waiver to the current 6-lane maximum policy: 108 comments in favor or 35%; 199 comments opposed or 65%

Public Comment Period #3, 4/30/17- 5/30/17, comments on proposed amendment to Imagine Central Arkansas Little Rock Metropolitan Transit Program (LRMTP) to waive the six-through-lane restriction at the request of Arkansas highway department: 7 comments in favor or 6%; 111 comments opposed or 94%

Public Comment Period #4, 12/3/17- 12/18/17 to amend the Transportation Improvement Program (TIP) to add “Capacity improvements” to language: 41 comments in favor or 24%; 127 comments opposed or 76%

Where to find Public Comment summaries:

Regional Policy Advisory Council (RPAC) Minutes of 5/18/16, Casey Covington analysis of comments & Metroplan Board Minutes 5/25/16, page 5

2) Arkansas Times blog 8/31/16: “ ... contractors submitted at least 30 of the 108 comments "For the 6-through-lane waiver ... “.

3) June 28, 2017 Metroplan Board Agenda, Item 8, 30 Crossing- Imagine Central Arkansas Plan Amendment

Iris Woods of Metroplan e-mail attachment 12/19/17; Metroplan staff characterized 14 comments as being “in favor” even though they made no mention of the amendment or project, but commented only in favor of the split-diamond interchange; all 14 comments were identical one sentence comments originating from the same company

**Footnote 2- Joe Minicozzi of Urban3’s presentation on behalf of Metroplan in August 2017**

Link to Minicozzi’s PPT presentation: <https://tinyurl.com/ya9p2cx1>

Link to YouTube video of Minicozzi’s presentation: <http://tinyurl.com/y75z7szs>

**Footnote 3- Smart Mobility “Review of 30 Crossing Environmental Assessment” report prepared by Norman Marshall (see attachment)**

# Review of 30 Crossing Environmental Assessment

Prepared by Norman Marshall, President Smart Mobility, Inc.

July 24, 2018



## Executive Summary

The *30 Crossing Environmental Assessment (EA)* forecasts that peak period, peak direction traffic on the I-30 bridge will increase greatly whether the bridge is widened or not, and delays would increase up to 40 minutes. These conclusions are based on outdated and inaccurate computer models and are wrong. Travelers would not wait 40 minutes to cross the I-30 bridge, but instead many travelers would shift to one of the other four bridges or adjust their travel plans, thereby permitting as many travelers to cross on I-30 during the peak hour in the peak direction as they do today without undue delays. An enhanced computer matches these common-sense results. Without expanding I-30, there would be no increase in peak hour, peak direction traffic on the I-30 bridge, and there would be little or no increase in regional congestion.

The EA acknowledges that the Build Alternative would greatly increase traffic volumes on the I-30 bridge and through the Cities of Little Rock and North Little Rock. However, it underestimates the magnitude and extent of this induced travel, and fails to properly account for indirect traffic impacts and safety impacts. Three specific examples of unacknowledged and unmitigated indirect traffic and safety impacts are:

- Congestion caused by the project on I-30, I-630, I-530 and I-440 outside the project area
- Congestion caused by the project on Highway 67 and I-40 north and east of the project area
- Congestion caused by the project in downtown Little Rock

In the first example, the EA analyses assume widening of I-30 well beyond the boundary of the project area in order to make traffic congestion look satisfactory. Putting roadway capacity in the model that is not currently planned or funded is improper. Doing so indicates that the Build Alternative does not have independent utility, but should be considered the first stage of a multi-stage process where the boundaries have not been established, and the impacts have not been evaluated.

The EA analysis underlying the rejection of an 8-lane alternative is based on exaggerated traffic forecasts like those discussed above for the No-Action Alternative. The EA fails to seriously consider other alternatives including a Chester Street bridge, either by itself or in combination with conversion of I-30 to a boulevard through Little Rock.

## Introduction

I have reviewed the May 2018 *30 Crossing Environmental Assessment (EA)* and the May 2015 *Planning and Environmental Linkages Report (PEL)*, which I also had previously reviewed in 2016. The EA analyses are somewhat different than those in the PEL analyses, but the general methods and conclusions are unchanged. My critique also is unchanged:

- 1) The EA relies on outdated and inaccurate computer modeling that produces exaggerated traffic forecasts from one model and translates them into exaggerated delays in a second model.
- 2) With an enhanced regional Dynamic Traffic Assignment (DTA) model, these problems are eliminated.
- 3) The DTA model properly includes travelers switching bridges to avoid congestion, a process that is very much in evidence today as is illustrated with several examples in Google Maps.
- 4) Without full consideration of this bridge switching, the EA overestimates I-30 traffic volumes and delay in the No-Action Alternative and the 8-lane alternative.
- 5) The EA underestimates the induced travel that would be caused by the Build Alternative and fails to provide a regional accounting of induced travel, including indirect traffic and safety impacts.
- 6) Induced travel in the EA modeling forced the modelers to expand I-30 outside the project area. This is improper and indicates that the Build Alternative does not have independent utility.
- 7) The EA should have more seriously considered alternatives including a Chester Street bridge – both alone and as part of a combination alternative with a conversion of I-30 to a boulevard.

I have over 30 years of experience in transportation modeling and planning and have completed projects in over 30 states. My resume is attached.

## Modeling 30 Crossing

Forecasting future traffic volumes and traffic impacts requires computer models. The EA relies on two different models. Most of the metrics presented in the EA are outputs of a microsimulation VISSIM model. The VISSIM is highly detailed but covers a very limited area – primarily only the project area freeways and ramps. Traffic forecasts were developed outside VISSIM, and VISSIM translates these traffic forecasts into travel times for each roadway segment.

The travel forecasts were developed using the Central Arkansas Regional Transportation Study (CARTS) regional model. Regional transportation models are intended to reroute traffic away from congested routes to less congested routes. However, the CARTS model is incapable of doing this accurately for two reasons:

- 1) The CARTS model calculates only daily traffic volumes, i.e. it provides no information about traffic variations by time and direction.
- 2) The CARTS model relies on an outdated Static Traffic Assignment (STA) process that fails to constrain traffic forecasts so that it does not exceed roadway capacity.

Because of these two flaws, the CARTS model routinely forecasts peak hour, peak direction traffic volumes that exceed roadway capacity. When these unrealistic traffic volumes are fed into the VISSIM models, extreme delays are calculated because no re-routing is possible in the VISSIM model.

*... the VISSIM microsimulation model used is a static model rather than a dynamic assignment model meaning that the model does not reassign traffic based on congestion. Therefore, it can be assumed that as congestion builds to oversaturated extreme gridlock conditions, motorists will seek alternative routes). (EA, Appendix B, p. ES-4)*

While the EA reports these extreme delays as performance metrics, they really are a sign that the inputs are wrong. These erroneous inputs invalidate all traffic performance metrics presented in the EA.

I developed an enhanced version of the CARTS model in 2016 that addresses these problems. This model uses a Dynamic Traffic Assignment (DTA) algorithm that calculates more accurate metrics for congested freeway networks.<sup>1 2 3</sup> I used the enhanced model in preparing comments on the PEL in 2016 and include some of the results from this work in this review. I made the enhanced model available to CARTS staff in 2016. The traffic forecasts from the enhanced regional model would provide much more realistic and accurate inputs to the VISSIM microsimulation model. This model will be referred to as the "DTA model."

#### EA Overestimates Congestion in No-Action Alternative

##### Bridge Switching

Drivers have incredibly complex mental models of congestion that they use in route planning. In 1992, Anthony Downs described this process:

*Nearly every vehicle driver normally searches for the quickest route, one that is shorter or less encumbered by obstacles (such as traffic signals or cross-streets) than most other routes. These direct routes are usually limited-access roads (freeways, expressways, or beltways) that are faster than local streets if they are not congested. Since most drivers know this, they converge on such "best" routes from many points of origin.*

*The problem is that during the peak travel hours on weekdays, so many drivers converge on these "best routes" that they become overloaded, particularly in metropolitan areas. Traffic on them eventually slows to the point where they have no advantage over the alternative routes. That is a rough equilibrium is reached, which means that many drivers can get to their destinations just as fast on other roads.<sup>4</sup>*

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<sup>1</sup> Marshall, Norman. Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

<sup>2</sup> Marshall, Norman. Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. To be presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities

<sup>3</sup> Marshall, Norman. Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

<sup>4</sup> Downs, Anthony. *Stuck in Traffic: Coping with Peak-Hour Traffic Congestion*, p. 27. Brookings Institution and Lincoln Institute of Land Policy, 1992.

Downs coined the term *triple convergence* to describe how peak period traffic congestion is inevitable because drivers will compensate for capacity increases by (a) shifting routes, (b) shifting travel time of travel, and (c) shifting travel mode. After capacity expansion, the new equilibrium will be just as congested as the old equilibrium.

In 1992, Downs could only visualize this equilibrium in his mind. Today, traffic information like that available in Google Maps allows us to see the traffic equilibrium visually in real time. Google Maps typically recommends different routes across different times of day. In the Little Rock region, many of the trips recommended for the I-30 bridge during off-peak periods are rerouted to other bridges during peak periods in the peak travel direction.

Figures 1 and 2 show recommended routes through the Little Rock region to and from the US 167 corridor to the northeast and the I-30 corridor to the southwest for a typical weekday afternoon. (The exact origin and destination locations are arbitrary and represent any trip between these two corridors.)

- Southbound (Figure 1, uncongested): I-30 route is recommended (25 minutes) vs. I-440 bridge route (27 minutes)
- Northbound (Figure 2, congested): I-440 bridge route is recommended (28 minutes) vs. I-30 route (30 minutes)

Travelers are very sophisticated and vary their route choices based on experience – even if they are not using apps such as Google Maps. In the future, with smarter cars and possibly autonomous vehicles, it is even more likely that route switching will occur based on real-time traffic conditions.

Figures 3 and 4 show similar route switching between Little Rock and the I-40 corridor to the west of I30.

- Southbound (Figure 3, uncongested): I-30 route is recommended (17 minutes) vs. I-430 bridge route (also 17 minutes but apparently slower by less than a minute)
- Northbound (Figure 4, congested): I-430 bridge route is recommended (17 minutes) vs. I-30 route (20 minutes)

There are many shorter trips to and from Little Rock and North Little Rock where there also is switching between the I-30 bridge and the Main Street and Broadway bridges. Figures 5 and 6 show route switching between Little Rock and North Little Rock.

- Southbound (Figure 5, uncongested): I-30 route is recommended (6 minutes) vs. Broadway bridge route (9 minutes)
- Northbound (Figure 6, congested): Main Street bridge route is recommended (10 minutes) vs. I-30 route (11 minutes)

In all three examples, the I-30 route is faster without congestion, but alternative routes involving three different bridges are faster when I-30 is congested. These shifts are occurring every day today. Realistic traffic forecasts must account for these shifts.

Figure 1: Thursday July 12, 2018 4:40 PM – Google Maps Southbound Route

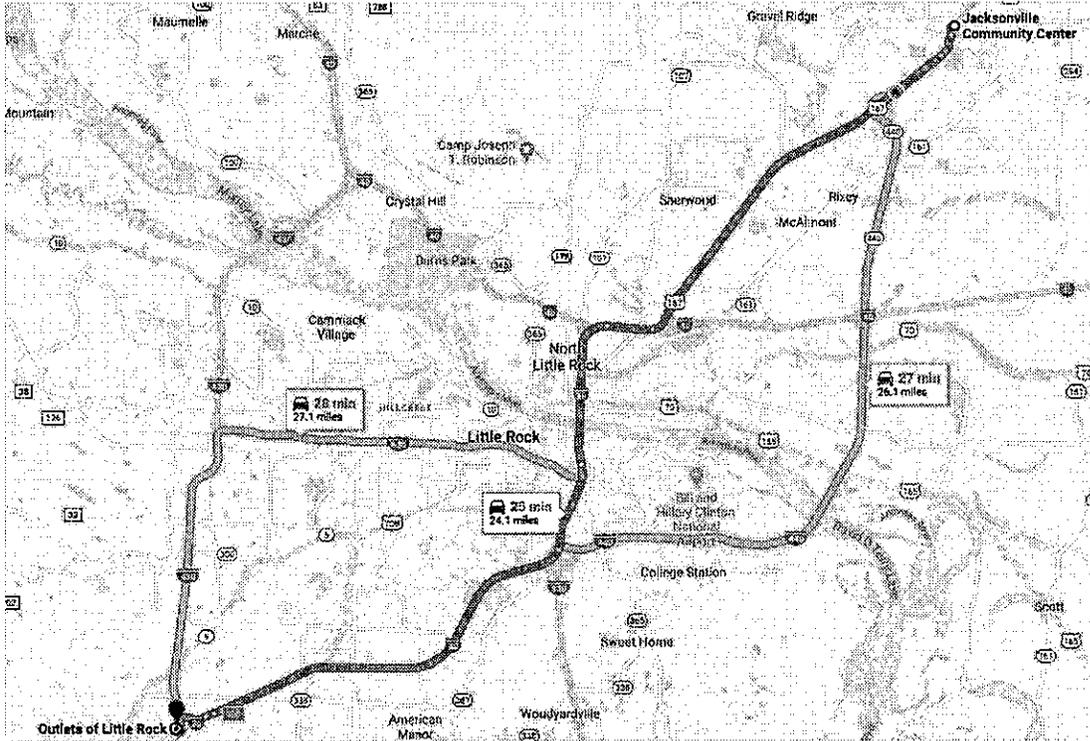


Figure 2: Thursday July 12, 2018 4:40 PM – Google Maps Northbound Route

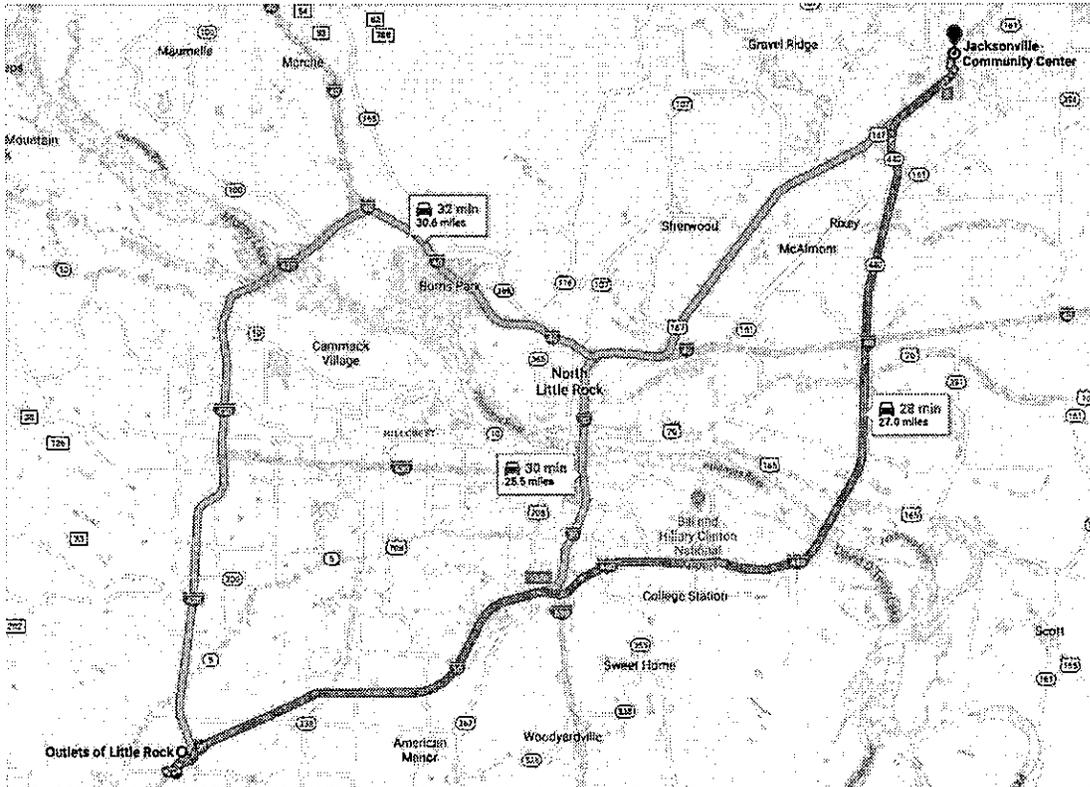


Figure 3: Thursday July 12, 2018 4:30 PM – Google Maps Southbound Route

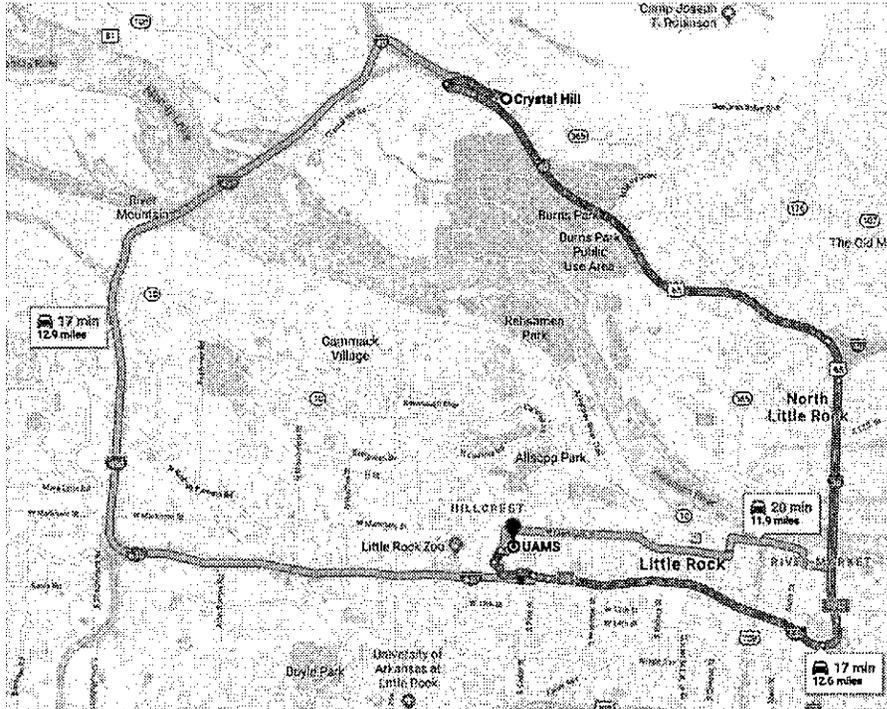


Figure 4: Thursday July 12, 2018 4:30 PM – Google Maps Southbound Route

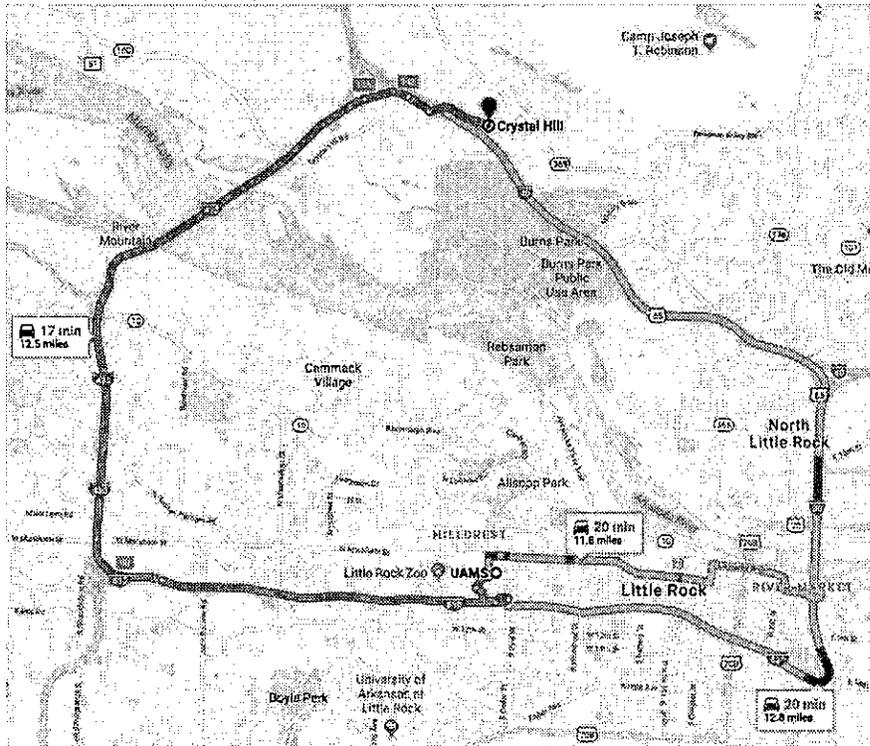


Figure 5: Thursday July 12, 2018 4:50 PM – Google Maps Southbound Route

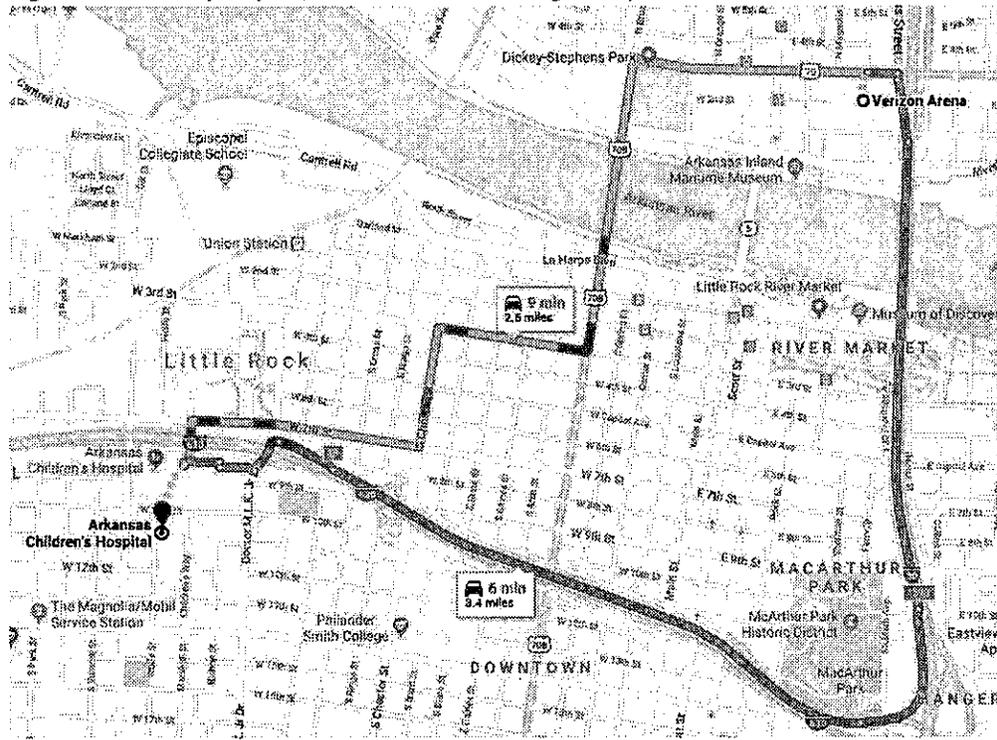
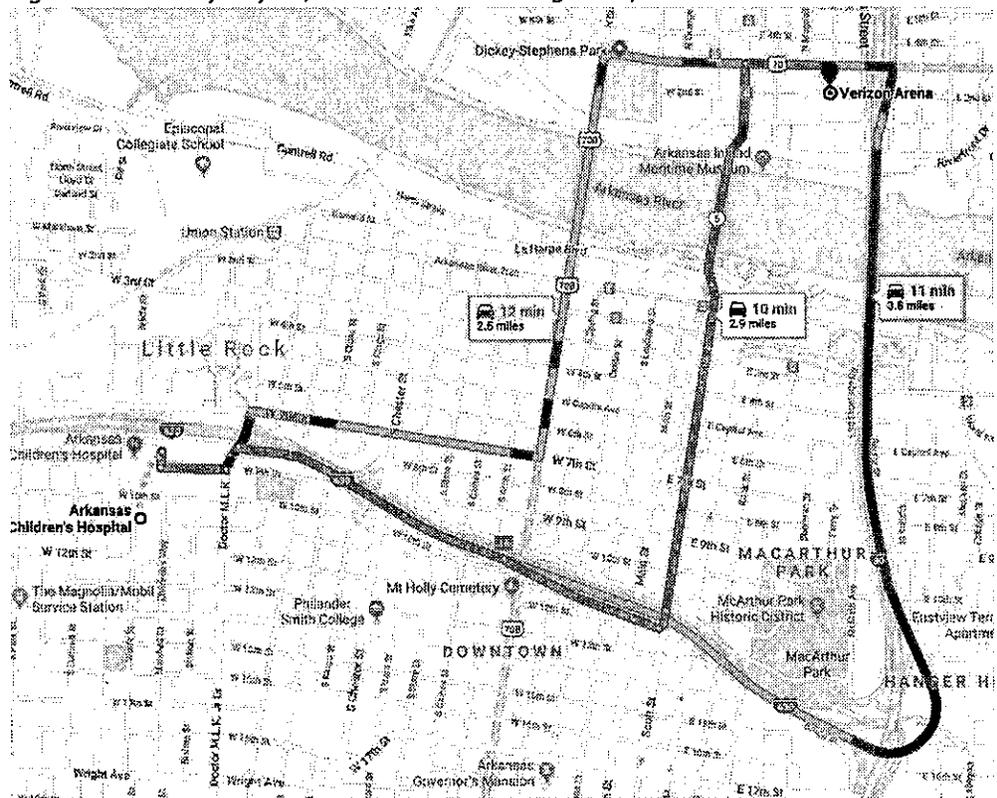


Figure 6: Thursday July 12, 2018 4:50 PM – Google Maps Northbound Route



## Modeling Bridge Switching

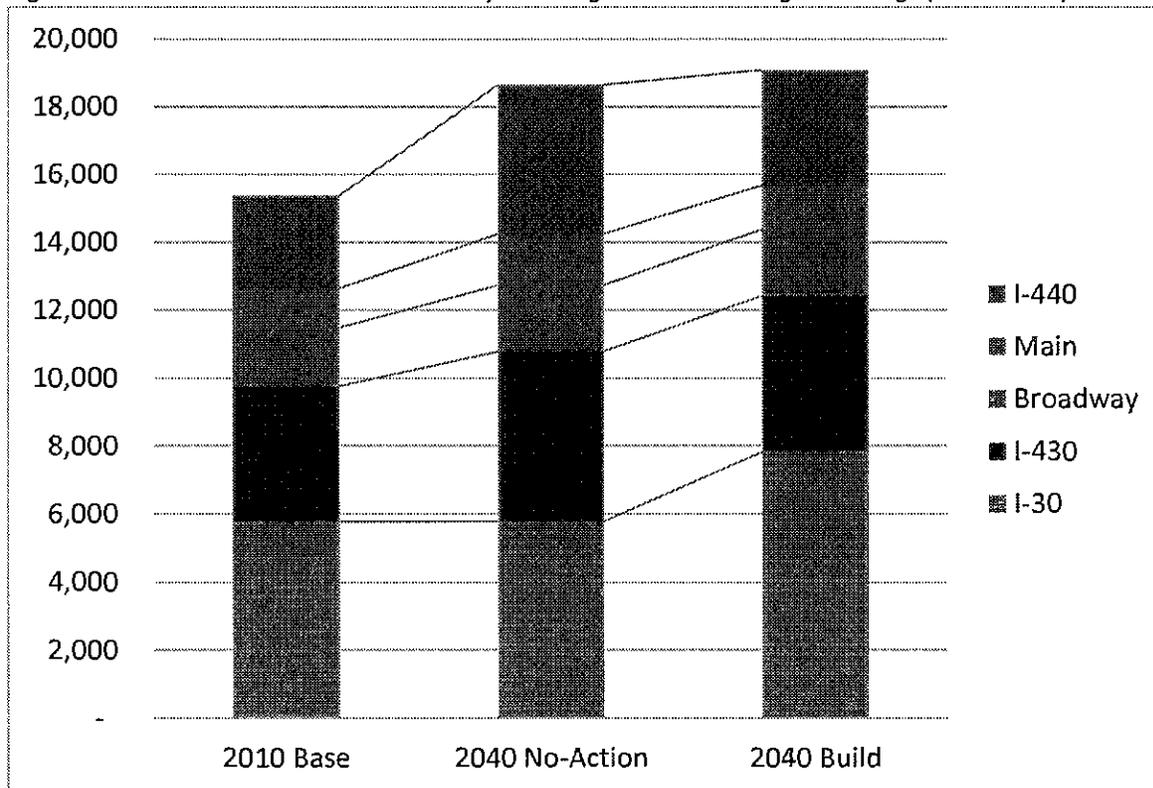
The I-30 bridge is congested during peak periods in the peak direction today. The EA states:

- *during the morning peak hour ... I-30 southbound from I-40 to downtown Little Rock ... high levels of congestion, with speeds significantly reduced and delays almost twice as long as free flow travel*
- *afternoon peak hour of 4:30-5:30 PM, I-30 northbound between I-630 and I-40 is highly congested, with delays and reductions in speed (EA, p. 9)*

Therefore, in the Action alternative, peak hour, peak direction travel on I-30 cannot increase significantly. Instead, if total regional bridge crossings increase, a larger share would be borne by the other bridges.

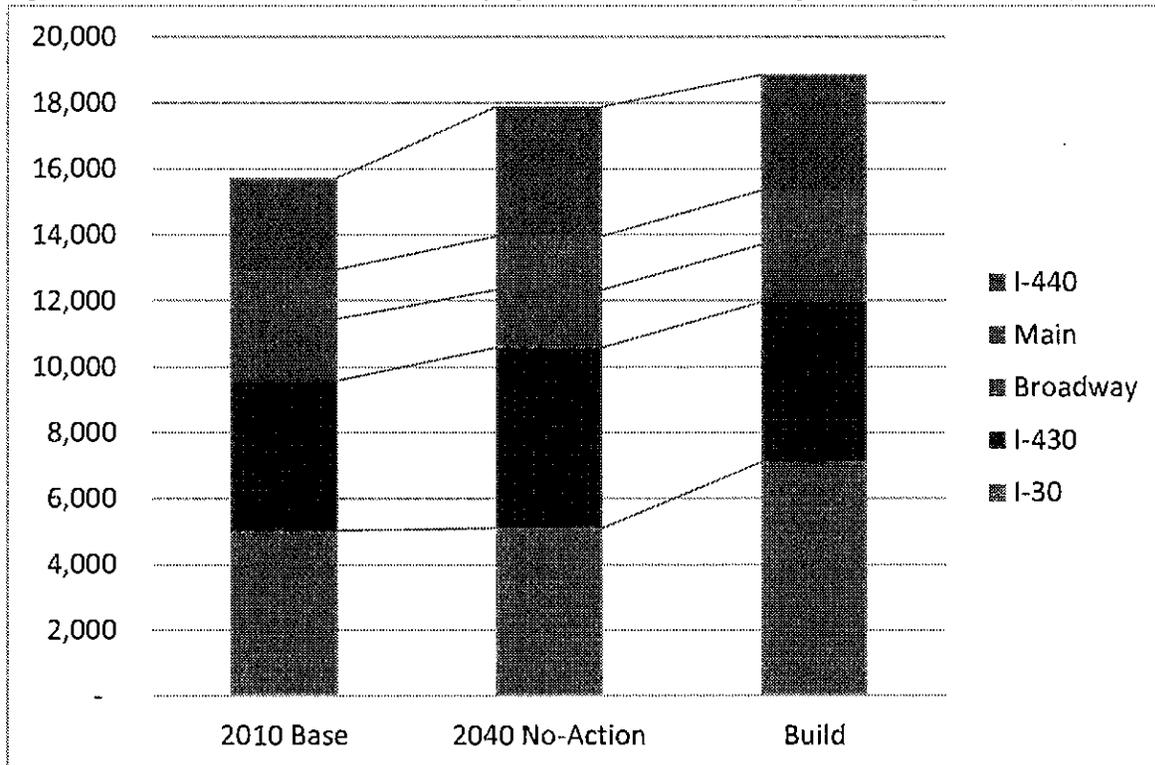
Figures 7 and 8 show peak hour, peak direction traffic forecasts across all five bridges using the DTA model.<sup>5</sup> As shown in Figures 7 and 8, peak hour, modeled peak-direction traffic on I-30 does not increase in the 2040 No-Action Alternative. This is a critical validation of the model because it demonstrates that the DTA model properly accounts for capacity constraints (unlike the CARTS model).

Figure 7: DTA Model Southbound Weekday Morning Peak Hour Bridge Crossings (DTA Model)



<sup>5</sup> There have been some changes in the Build Alternative between the PEL and the EA. These differences are not great enough to change the conclusions I draw from my 2016 modeling.

Figure 8: DTA Model Northbound Weekday Afternoon Peak Hour Bridge Crossings(DTA Model)



How the EA Gets the No-Action Alternative Wrong

The EA backs into the 2041 No-Action traffic forecast for the I-30 bridge by beginning with a forecast for an 8-lane I-30, and then decreases the traffic volumes for the 6-lane No-Action Alternative.

*The base 2041 forecast for the study corridor was developed for an 8-lane facility at the beginning of the PEL study. Traffic forecasts were based on the CARTS travel demand model, ArDOT counts, the assumptions outlined in this appendix, and additional assumptions which are outlined in Appendix F of the PEL. To account for the effects of induced demand, the base 8-lane forecast volumes were adjusted. Interstate induced demand adjustments were derived using the CARTS travel demand model. (EA, Appendix B, p. 7)*

The traffic forecasts in the PEL report begin with trend extrapolation (PEL Traffic Technical Report, April 2, 2015, p. 17-29). An annual growth rate of 1.0% was used to escalate weekday peak hour traffic crossing the I-30 Bridge (PEL Traffic Count Plan, Traffic Projection Plan and Traffic Forecast, p. 30, January 27, 2015). A 1.0% growth rate compounded over 27 years (2014-2041) represents a 31% increase in traffic volume.

The traffic forecast for the I-30 bridge in the No-Action Alternative was calculated by reducing the 8-lane forecast by 12%. (EA, Appendix B, Table 2, p. 8). This 12% factor is based on the CARTS model. However, as discussed above, the CARTS model is a daily model without capacity constraint that is incapable of estimating this value accurately.

The result is overestimated 2041 No-Action Alternative I-30 bridge volumes:

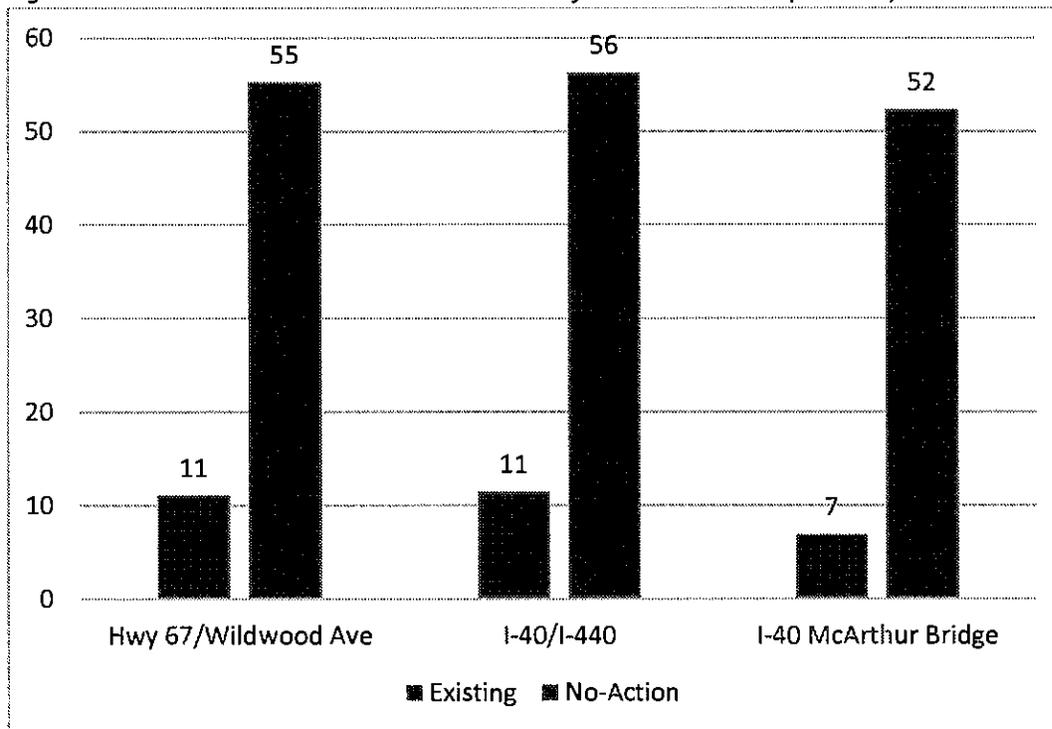
- 1) Base traffic volumes + 1% compound growth per year = 131% of base volumes
- 2) Decreasing by 12% = 115% of base volumes

No complex VISSIM model is needed to demonstrate that 115% of base year peak hour, peak direction traffic is impossible because the existing volumes cannot increase significantly. The EA inputs these traffic volumes into the VISSIM model anyway, and extraordinarily long queues are calculated in the model. The EA admits that travelers would shift routes before these extreme delays would be realized:

... the VISSIM microsimulation model used is a static model rather than a dynamic assignment model meaning that the model does not reassign traffic based on congestion. Therefore, it can be assumed that as congestion builds to oversaturated extreme gridlock conditions, motorists will seek alternative routes). (EA, Appendix B, p. ES-4)

The VISSIM inputs are unrealistic and erroneous. Nevertheless, the EA emphasizes ridiculous increases in travel time in the No-Action Alternative (Figure 9). These results are invalid.

Figure 9: EA Forecast PM Peak Hour Travel Times from River Market (Minutes)



## The EA Underestimates Build Alternative Induced Travel Induced Travel

The terms *induced travel* and *induced demand* have been used to include the three triple convergence effects discussed above (route shifts, time shifts and mode shifts), plus shifts in destinations, and longer-term shifts in land use. Induced travel was first observed in the U.S. in the 1930s when freeways constructed by Robert Moses failed to deliver promised congestion relief<sup>6</sup> Induced travel has been the subject of dozens of research studies over the past 30 years. A review of this research by Handy and Boarnet concluded that induced travel is real and that the magnitude is sufficient to prevent capacity expansion from reducing congestion:

*Thus, the best estimate for the long-run effect of highway capacity on VMT [vehicle miles traveled] is an elasticity close to 1.0, implying that in congested metropolitan areas, adding new capacity to the existing system of limited-access highways is unlikely to reduce congestion or associated GHG [greenhouse gas] in the long-run.<sup>7</sup>*

An elasticity of 1.0 means that an increase in freeway capacity (normally measured in “lane miles”) will lead to the same percentage increase in vehicle miles traveled (VMT). For example, a 10% increase in freeway lane miles will result in a 10% increase in freeway VMT. These effects are spread out across the entire region. In general, freeway expansion relieves bottlenecks within the project area, but causes or worsens bottlenecks outside the project area.

Table 1 lists a few of the many prominent projects throughout the U.S. that have failed to deliver on promises for congestion relief.

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<sup>6</sup> Caro (1974). Caro R. *The Power Broker*, New York: Random House, 1974

<sup>7</sup> Handy, S. and M. G. Boarnet. Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief prepared for California Air Resources Board, September 30, 2014.

TABLE 1 Freeway Expansions That Failed to Deliver Promised Congestion Reductions (Very Partial List)

Region, Date	Outcome	Reference
New York City 1936	Interborough and Laurelton Parkways: "By God it was as jammed as the Southern State ever was."	Caro, Robert. <i>The Power Broker</i> , New York: Random House, 1974.
Atlanta 1990s	"For years, Atlanta tried to ward off traffic problems by building more mile of highways per capita than any other urban area except Kansas City... As a result of the area's sprawl, Atlantans now drive ... more than residents of any other city."	<i>USA Today</i> , November 4, 1997. <i>Washington Post</i> , January 4, 1999.
Washington DC 1990s	"Interstate 270 ... \$200 million to widen more than a dozen miles, up to 12 lanes in some stretches.... less than eight years after the project was finished, the highway has again been reduced to what one official called "a rolling parking lot."	<i>Washington Post</i> , January 4, 1999
Chicago 2002	Rebuild of "Hillside Strangler" "commute time ... is one hour – exactly what it was before the Hillside Strangler was repaired"	<i>Daily Herald</i> , October 3, 2002
San Jose 2004	When the bottleneck on Interstate 880 near Brokaw Road was unplugged two months ago with the addition of a third lane, traffic experts said it would shave 18 minutes off the afternoon southbound commute... Instead of saving time, commutes have lengthened by perhaps 18 minutes.	<i>San Jose Mercury</i> , January 23, 2004
Denver 2000s	"As CDOT describes on its I-70 east Web page, new lanes on T-REX were congested within five years of construction. Almost \$1 billion of new lanes brought little long-term benefit."	<i>Denver Post</i> , June 22, 2015
Boston 2008	Big Dig and \$15 billion: <i>The Boston Globe</i> documented no apparent overall travel time savings.	<i>Boston Globe</i> , November 16, 2008.
Los Angeles 2014	... five years and more than a billion dollars improving a stretch of the 405 freeway... one study suggests travel times have slowed a bit following all of the construction - by about a minute.	<i>Southern California Public Radio</i> , October 10, 2014.
Houston 2016	The Katy Freeway is the widest freeway in the world with 26 lanes. Despite 2008 widening, "the 8 <sup>th</sup> most congested roadway in the state"	Mayor Sylvester Turner, January 28, 2016.

Almost everyone complains about congestion in their own region, but it is only recently that we have been able to accurately compare congestion across regions using data collected from cell phones and toll transponders. In statistical analysis of congestion data across 74 U.S. regions compiled by INRIX, I found that the amount of freeway capacity in a region is unrelated to the amount of congestion. What does reduce congestion across regions is richer street networks so there are alternatives to congested freeways.<sup>8</sup>

Four types of induced travel are especially relevant to the proposed freeway-expansion project:

- 1) *Rerouting* – Discussed above.
- 2) *Time shifts* – If there were no congestion on the I-30 Bridge, some travelers who avoid the peak travel period now would shift their trips into the peak travel period.
- 3) *Destination shifts* – If there were less congestion on the I-30 Bridge, some travelers would be encouraged to change their destinations to cross the river during peak periods.
- 4) *Land use shifts* – A faster freeway system would encourage sprawl development. Metroplan has expressed concern about this type of induced demand:

*Land development and forecast population scenarios that incorporate the impacts of substantial freeway widening beyond the six through lanes were not developed since such a policy would encourage additional urban sprawl, resulting in increased VMT and delay, which are inconsistent with the plan.<sup>9</sup>*

#### Modeling Induced Travel

Guidance on accounting for induced travel has been inconsistent, and generally has lagged induced travel research. The State of California has the most up-to-date and clear guidance:

*Because a roadway expansion project can induce substantial VMT, incorporating quantitative estimates of induced VMT is critical to calculating both transportation and other impacts of these projects. Induced travel also has the potential to reduce or eliminate congestion relief benefits. An accurate estimate of induced travel is needed to accurately weigh costs and benefits of a highway capacity expansion project.*

*The effect of a transportation project on vehicle travel should be estimated using the “change in total VMT” method described in Appendix 1. This means that an assessment of total VMT without the project and an assessment with the project should be made; the difference between the two is the amount of VMT attributable to the project. The assessment should cover the full area in which driving patterns are expected to change. As with other types of projects, the VMT estimation should not be truncated at a*

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<sup>8</sup> Marshall, N. A Statistical Model of Regional Traffic Congestion in the United States. Presented at the Annual Meeting of the Transportation Research Board, 2016. (<https://trid.trb.org/view.aspx?id=1392295>)

<sup>9</sup> Metroplan. CARTS Freeway Systems Analysis and LRMTTP Impact of the CA0602 I-30 Corridor Cap Improvements, Version 1, p 7. September 2015.

*modeling or jurisdictional boundary for convenience of analysis when travel behavior is substantially affected beyond that boundary.*<sup>10</sup>

Route switching is only one component of regional induced travel. In research work I did for the U.S. Environmental Protection Agency in the 1990s, I found that the largest effects are from changes in destinations. Faster roadways encourage longer trips, on average. Many trips are discretionary (e.g. shopping trips), and road speed helps to determine which destinations are chosen. Over the longer-term, road speeds cause shifts in housing and job location – with faster roads resulting in longer commutes, on average. The DTA model does a much better job of accounting for induced travel than conventional modeling.<sup>11 12 13</sup> Each of the three features enhancements to the CARTS model better accounts for induced travel, including both route switching and destination shifting:

- 1) Time-of-day and peak direction traffic – feeds back realistic travel times so that congestion constrains traffic growth and added roadway capacity increases increase traffic growth
- 2) Dynamic Traffic Assignment (DTA) – limits traffic growth on congested roadways and allows more traffic growth on less congested roadways
- 3) Time shifting (partially accounted for in DTA model) – congestion pushes travel out of peak periods and capacity increases pushes more traffic back into peak periods

Neither the CARTS model DTA model cannot forecast the induced land use impacts that CARTS expressed concerns about. Therefore, none of the models fully accounts for induced travel, but the DTA model accounts for much more of the induced travel than the CARTS model does.

The DTA model shows that the Build Alternative would increase both regional vehicle miles traveled (VMT) and regional vehicle hours traveled (VHT) relative to the No-Action Alternative in 2040 (Figure 10). The I-30 expansion would increase the total number of regional bridge crossings and increase average trip length. As discussed below, congestion reduction in the project area would be balanced by congestion increases elsewhere caused by the project. There would be no improvement in regional travel speed or congestion over doing nothing at all.<sup>14</sup>

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<sup>10</sup> State of California Governor's Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA, p. 19. November 2017.

<sup>11</sup> Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

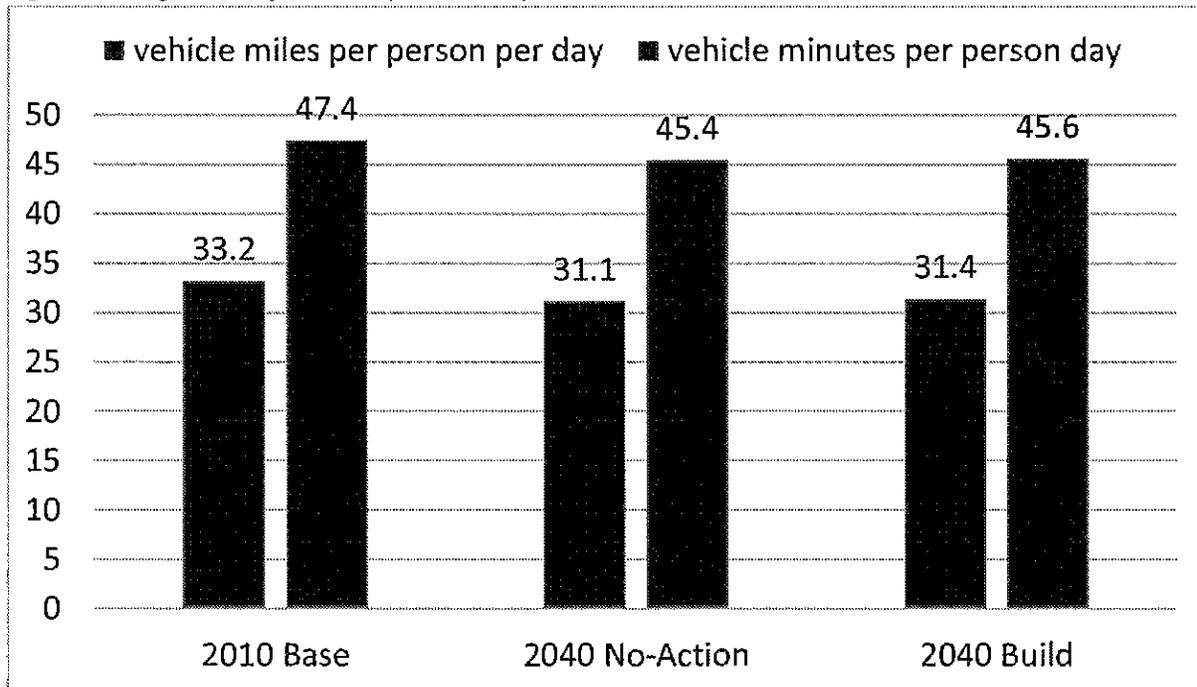
<sup>12</sup> Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

<https://www.sciencedirect.com/science/article/pii/S2210539517301232?via%3Dihub>

<sup>13</sup> Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Scheduled for presentation at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

<sup>14</sup> The primary reason why 2040 indicators improve from the 2010 model base year is that CARTS forecasts that housing and commercial land uses constructed over the period will be somewhat more clustered and compact than existing land use. There also is some reduction in average trip length related to increased regional congestion (not just in the project area).

Figure 10: Regional Performance (DTA Model)



The model results presented in Figure 10 are consistent with the research on induced travel presented above, i.e. “adding new capacity to the existing system of limited-access highways is unlikely to reduce congestion ... in the long-run.” This is another critical validation of the DTA model.

#### How the EA Gets Induced Travel Wrong

The EA uses the term “induced demand” in two different ways. One way the EA uses “induced demand” is to describe the bridge switching from the downtown bridges. Route switching is a component of induced travel because switching to higher speed routes often is accompanied by longer distances. For example, Figures 5 and 6 show I-30 routes that are about a mile longer than downtown street routes. However, route switching is only one component of total induced travel.

The other way that the EA uses “induced demand” is to add traffic to the project roadway without describing whether this traffic represents switching from other bridges and/or an increase in total bridge traffic.

The EA makes no attempt to evaluate regional induced travel in the comprehensive way that is used in research, prescribed in the California guidance, and presented in the DTA model results (Figure 10). The lack of a comprehensive induced travel analysis in the EA also leads it to grossly exaggerate both congestion and safety benefits. While the Build Alternative would reduce accidents on the widened roadways, it would increase accidents elsewhere in the regional system due to indirect traffic impacts, some of which are detailed below. These indirect safety impacts are not acknowledged or analyzed in the EA.

## The EA Fails to Acknowledge Indirect Traffic Impacts

As discussed above, research shows that increasing freeway capacity does not reduce congestion, but instead moves it to new locations. I discuss three locations where the proposed project would increase congestion and accidents:

### Indirect Traffic Impacts to I-30, I-630, I-440 and I-530 Outside Project Area

The EA includes evidence that the project would cause unmitigated indirect traffic inputs to the Interstate Highways outside the project area, but a careful reading is needed to find them.

In the 2041 PM peak hour, the VISSIM model shows a reduction in travel speed on I-30 outside the project area from 55 mph in the No-Action Alternative to 35 mph in the Build Alternative (EA, Appendix 1, Table 6, p. 14). Thus, the EA admits that there would be congestion caused by the Build Alternative. However, the impact is much more severe than this appears. Footnote #3 to Table 6 states: "Assumption of an additional lane on I-30 in each direction from the South Terminal to 65<sup>th</sup> Street." This is an enormous assumption – magically adding roadway capacity that does not exist outside the study area. In the excerpt below, the EA admits that I-30 congestion with the Build Alternative traffic forecasts would extend past 65<sup>th</sup> Street, and describes congestion involving I-630, I-530, I-440 and "arterial roadways connecting to I-30).

#### *Action Alternative 2B (1 6-Lane with C/D with SDI)*

*... As with the 6-Lane with SPUI Action Alternative (2A), congestion on I-630 westbound outside the project limits also contributes to the morning congestion. There also would be a congested section in the morning in the northbound direction on I-30 between the I-530/I-440 interchange and I-630, caused by weaving.*

*... There would be congestion in the southbound direction on I-30 from I-630 to 65th Street, caused by lack of capacity on I-30 outside the project limits west of 65th Street, and by weaving between I-630 and the I-530/I-440 interchange. Arterial roadways connecting to I-30 would experience higher afternoon congestion than the 6-Lane with SPUI Action Alternative. (1A). EA, p. 55)*

That the Build Alternative creates a need for widening outside the project area is contrary to the fundamental concepts of "logical termini." The EA states:

*These logical termini were determined to be rational end points for the project based on traffic modeling, which determined that capacity improvements were needed for both I-30 from the I-530/I-440 interchange on the south to the I-40 interchange on the north and on I-40 from the I-30 interchange to the Hwy. 67/Hwy. 167 interchange. (EA p. 25)*

This rationale ignores the critical question as to whether additional capacity is needed outside the project area, and the EA modeling indicates that capacity outside the project area would be needed if the Build Alternative is constructed and the EA traffic forecasts are realized.

The EA treatment of "independent utility" also is problematic. The EA uses the term without providing a definition. The definition of "independent utility" in Federal regulations is:

*be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made (23 CFR 771.111(f))*

Projects do not have independent utility if they are:

*Interdependent parts of a larger action and depend on the larger action for their justification (40 CFR 1508.25)*

As demonstrated above, the EA assumes widening outside the project area that would be required to mitigate the Build Alternative impacts. The EA also states:

*... congestion outside the project on I-630 could be addressed by a future project to add capacity to I-630. (EA, p. 52)*

Therefore, the Build Alternative does not have independent utility, but should be considered the first stage of a multi-stage process where the boundaries have not been disclosed, and the impacts have not been evaluated.

Metroplan staff have expressed serious concerns about the implications of this creeping roadway capacity, and the lack of funding to construct it:

*Metroplan is specifically concerned about (1) the impact that adding significant new capacity to a critical freeway segment will have on the overall network in terms of induced travel, (2) the potential for the project to negatively impact existing system bottlenecks or create new ones and (3) the additional widenings in the freeway network likely to occur under current AHTD standards and practice in order to address those worsening points of congestion. Finally, the financial implications that the full cost of the project and the suggested and implied additional freeway widenings will have on the constrained LRMTTP and the broader transportation vision for central Arkansas.<sup>15</sup>*

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<sup>15</sup> CARTS Freeway System Analysis, September 2015.

### Indirect Traffic Impacts to Highway 67 and I-40 Northeast of Project Area

The DTA model shows significant traffic increases and increased congestion in the AM peak hour on Highway 67 and I-40 heading inbound (Figure 11).

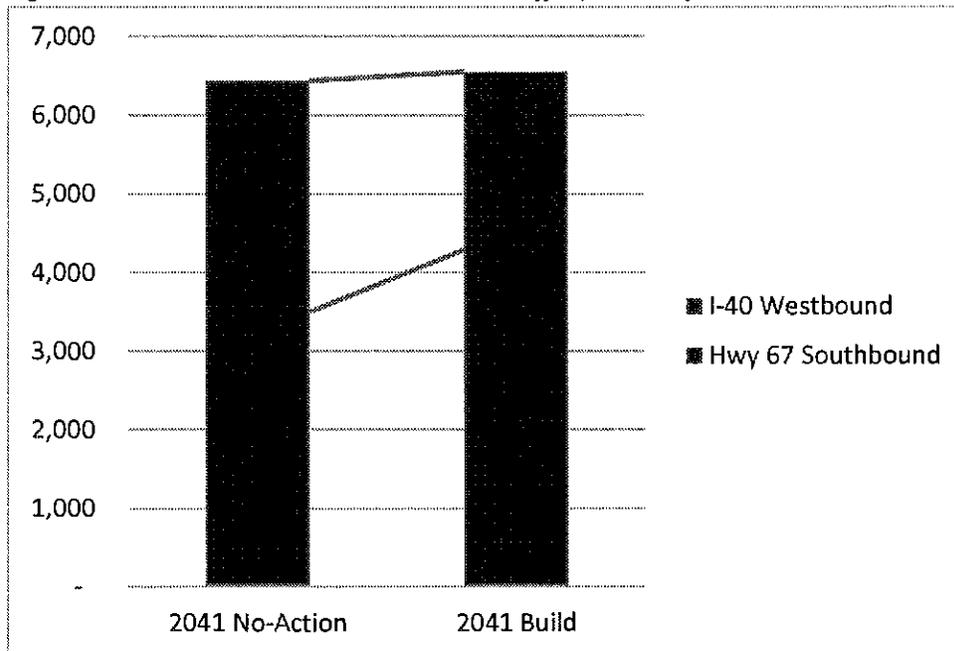
*Figure 11: AM Peak Hour Bottlenecks on Highway 67 and I-40 Beyond the Boundaries of the Project Area (DTA Model: roadways in red have significant increases in congestion) in the Build Alternative relative to the No-Action Alternative)*



These impacts are partially explained by traffic increases from the bridge switching illustrated above Figures 1 and 2 above. More congestion on the I-30 bridge would shift traffic to the I-440 bridge, and decreased congestion on the I-30 bridge would shift traffic to the I-440 bridge. Increased regional freeway capacity also encourages longer trips, on average. Therefore, some of this additional traffic is switching from other destinations.

The EA fails to show these problems. Instead, the EA shows congestion in these locations in the No-Action Alternative but not in the Build Alternative. However, as shown in Figure 12, it appears that there are errors in the traffic numbers in the EA. Figure 12 shows significant increase in traffic inbound on Highway 67 as would be expected, but this increase is almost balanced by a decrease in inbound traffic on I-40. This decrease makes no sense. Instead, an increase in I-40 traffic would be expected.

Figure 12: EA 2041 AM Peak Hour Inbound Traffic (volumes from EA Exhibits 2.2 and 6.2)



The total increase for Highway 67 southbound and I-40 westbound in the AM peak hour the EA for the Build Alternative vs. the No-Action Alternative is only 114 vehicles. This is only 7% of the 1525 vehicle increase the EA shows for AM peak hour inbound traffic at the I-30 bridge. This appears to be wrong as a substantial amount of the I-30 bridge increase would be from diversion from the I-440 bridge. Whether intentional or not, the EA traffic forecasts have the effect of maximizing the apparent need for capacity at the I-30 bridge and minimizing the apparent indirect effects on Highway 67 and I-40.

## Indirect Traffic Impacts to Downtown Little Rock

The DTA model also shows significant traffic impacts in downtown Little Rock during the afternoon peak hour (Figure 13).

*Figure 13: Downtown Afternoon Bottleneck in Downtown Little Rock Created by Build Alternative (DTA Model: streets shown in red have significantly more congestion in the Build Alternative than in the No-Action Alternative)*



These traffic impacts are caused by the Build Alternative because it:

- 1) Increases peak hour traffic from the downtown to I-30
- 2) Concentrates much of this traffic on and around 4<sup>th</sup> Street
- 3) This concentrated west-to-east traffic flow conflicts with south-to-north traffic flow on Broadway.

The EA is silent on the traffic impacts shown in Figure 13 because they occur outside of the project area and the extent of the VISSIM model (Figure 14).

Figure 14: Downtown Afternoon Bottleneck in Downtown Little Rock Created by Build Alternative (DTA Model) with Alternative 2B from EA Figure 22, p. 42



The Build Alternative extends west to Cumberland and includes street modifications in that area to increase street capacity, including widening 4<sup>th</sup> Street to 3 lanes one-way. It includes no modifications to the west of Cumberland where the DTA model shows significant traffic impacts.

At minimum, the Build Alternative would require a major expansion of the 4<sup>th</sup> Street/Broadway intersection (Figures 15, 16 and 17).

Figure 15: 4<sup>th</sup> Street Eastbound Approaching Broadway (Google Maps) – 3 Lanes Today, 5 Lanes Likely Needed (2 Left, 2 Through and 1 Right)



Figure 16: Broadway Southbound Approaching 4<sup>th</sup> Street (Google Maps) – 3 Southbound Lanes Today (on the right side of the picture), 4 Lanes Likely Needed (2 Left, 2 Through)



Figure 17: Broadway Northbound Approaching 4<sup>th</sup> Street (Google Maps) – 2 Northbound Lanes Today, 3-4 Lanes Likely Needed (2 Through, 1-2 Right Although It May be Impossible to Add Them)



The EA VISSIM model should be expanded to the west, extending as far west of Broadway as necessary to capture all downtown indirect traffic impacts. Required intersection modifications should be developed as needed throughout this extended area. Impacts on pedestrians and cyclists should be considered. If some intersections cannot be modified satisfactorily, it may be necessary to reconsider the entire downtown circulation plan. Required mitigation should be included in the overall project budget – not only for Broadway, which is a state highway, - but for all the streets.

In the expanded VISSIM model, the traffic inputs must be estimated carefully. The volumes presented in the EA unrealistically shift traffic originating west of I-30 to east of I-30. In the PM peak hour, considering only traffic from downtown west of I-30 to I-30 north, the EA presents these traffic forecasts:

- No-Action Alternative (EA Exhibits 2.1 and 2.2) 1,803 vehicles
  - 1,222 vehicles using the Cumberland spur heading to northbound I-30 (1,577 on the ramp to I-30 minus 355 joining from the east at the end of the spur)
  - 289 vehicles turning left from 6<sup>th</sup> Street to the northbound Frontage Road
  - 292 vehicles turning left from 9<sup>th</sup> Street to the northbound Frontage Road
- Build Alternative (EA Exhibits 2.1 and 2.2) only 1432 vehicles (371 fewer vehicles)
  - 769 vehicles turning left from 4<sup>th</sup> Street to the northbound C/D lanes
  - 340 vehicles turning right from 3<sup>rd</sup> street eastbound and continuing to the northbound C/D lanes

- 77 vehicles turning left from 6<sup>th</sup> Street to the northbound Frontage Road
- 246 vehicles turning left form 9<sup>th</sup> Street to the northbound Frontage Road
- The EA states that 149 additional vehicles would be diverted from the downtown bridges (Table 3, Appendix B, Table 3, p. 9). As these bridges also are west of downtown, it is reasonable to add the diverted traffic to the shortfall for a total of 520 fewer vehicles.
- These 520 vehicles do not account for other likely induced travel effects including:
  - Shifts from I-430
  - Time-of-day shifts
  - Destination shifts

Whatever the reasons for these discrepancies, the effect in the modeling is to minimize the traffic impacts of traffic from the west of I-30 by shifting the traffic from the more congested western part of the downtown to the east of I-30 where there is excess street capacity. The entire downtown area should be carefully modeled with realistic traffic forecasts.

#### The EA Alternatives Analyses are Invalid

The conclusion in the EA that an 8-lane alternative is insufficient is based on invalid modeling. Peak period traffic forecasts were developed from the CARTS model – which cannot do this accurately. These forecasts were input into VISSIM and resulted in too much congestion. This is a sign that the traffic forecasts are unrealistic for the alternative, and therefore do not result in reliable traffic metrics. As the EA states:

... the VISSIM microsimulation model used is a static model rather than a dynamic assignment model meaning that the model does not reassign traffic based on congestion. Therefore, it can be assumed that as congestion builds to oversaturated extreme gridlock conditions, motorists will seek alternative routes). (EA, Appendix B, p. ES-4)

The EA assumes that the 2041 No-Action peak hour, peak direction traffic volumes on the I-30 bridge will be 115% of what they are today – even though these traffic volumes cannot increase significantly unless the road is expanded. In contrast, the DTA model shows that most of this excess traffic would switch to other bridges, and that some travelers would choose to travel at a different time or to another destination.

However, if the primary problem is to accommodate another 15% of peak period, peak direction traffic in 2041, this traffic could easily be handled by a much less expensive new 4-lane Chester Street bridge.<sup>16</sup> The EA states that this option “would not divert enough traffic from I-30 to resolve the traffic and safety issues...” (EA, p. 25). This is additional evidence of the severe flaws in the EA modeling approach. The CARTS model estimates very small traffic delays on the I-30 bridge in the No-Action Alternative on the (on the order of 1-2 minutes) because it only deals with daily traffic. This is not enough delay in the

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<sup>16</sup> As a primarily estimate, we can assume that two street lanes in each direction has about the same capacity as one freeway lane in each direction.

model to push people to switch bridges. Instead, this traffic is assumed to stay on the I-30 bridge, and the exaggerating result is input into the VISSIM model. Then, the VISSIM model predicts delays of up to 40 minutes (Figure 9). The two models are contradictory, and both are wrong.

Constructing a Chester Street bridge would support increased peak hour bridge crossings without resulting in the indirect traffic impacts caused by the Build Alternative. A relatively slow street bridge would not induce much additional travel, so regional effects would be minimal. A Chester Street bridge would spread traffic out more in downtown Little Rock rather than concentrating it and causing localized bottlenecks. It would encourage desirable land development in both Little Rock and North Little Rock.

Building a Chester Street bridge plus converting I-30 to a boulevard through Little Rock would have even greater benefits in land development and in distributing traffic across downtown Little Rock. The EA dismissed a boulevard option quickly because of lower capacity (EA, p. 26). However, the EA did not consider the Chester Street bridge and the boulevard conversion as a package. The DTA model indicates that the combined alternative would work well. Figures 18 and 19 shows peak hour, peak direction bridge crossings for six bridges. The combined total volume for Chester Street plus the Boulevard are very close to the I-30 volume in the No-Action Alternative in both the morning and afternoon peak hours. Figure 20 shows regional performance measures for the alternative. Regional vehicle miles traveled and vehicle hours traveled are both lower with the Chester Street bridge plus boulevard than for the Build Alternative.

*Figure 18: DTA Model Southbound Weekday Morning Peak Hour Bridge Crossings including Boulevard + Chester Street Bridge (DTA Model)*

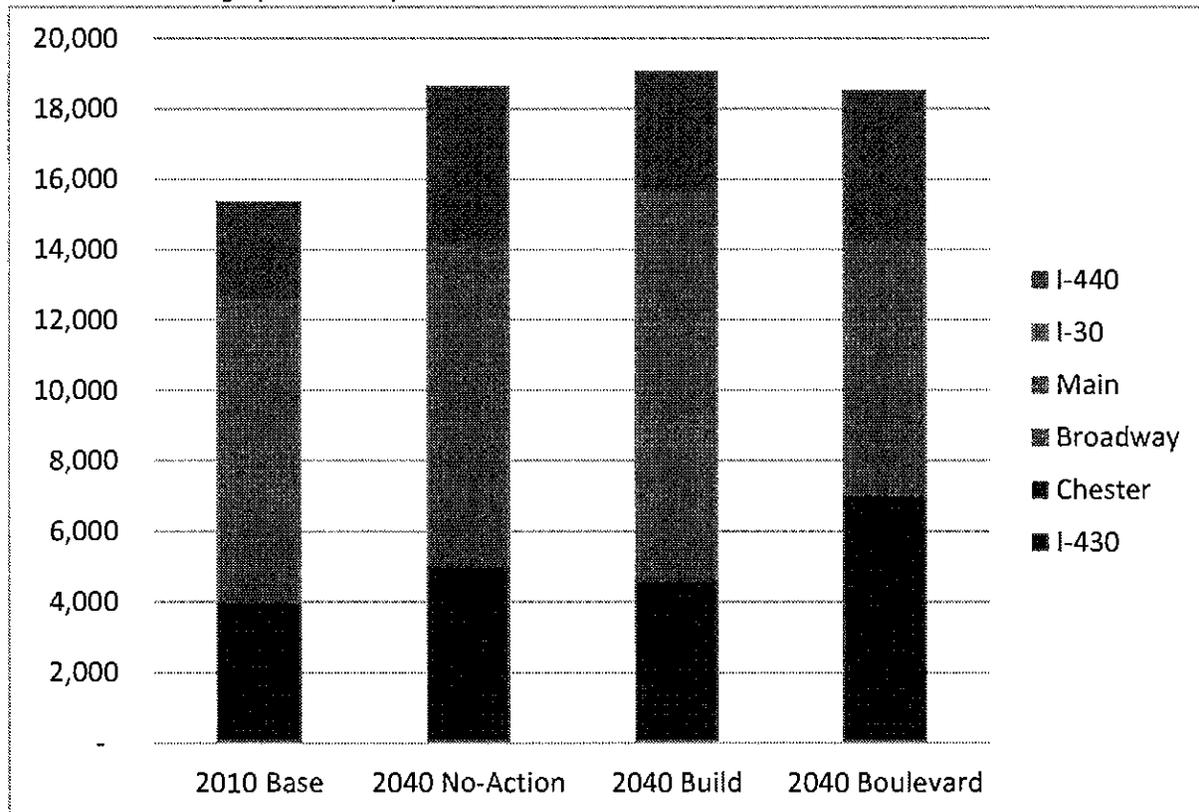


Figure 19: DTA Model Northbound Weekday Afternoon Peak Hour Bridge Crossings including Boulevard + Chester Street Bridge (DTA Model)

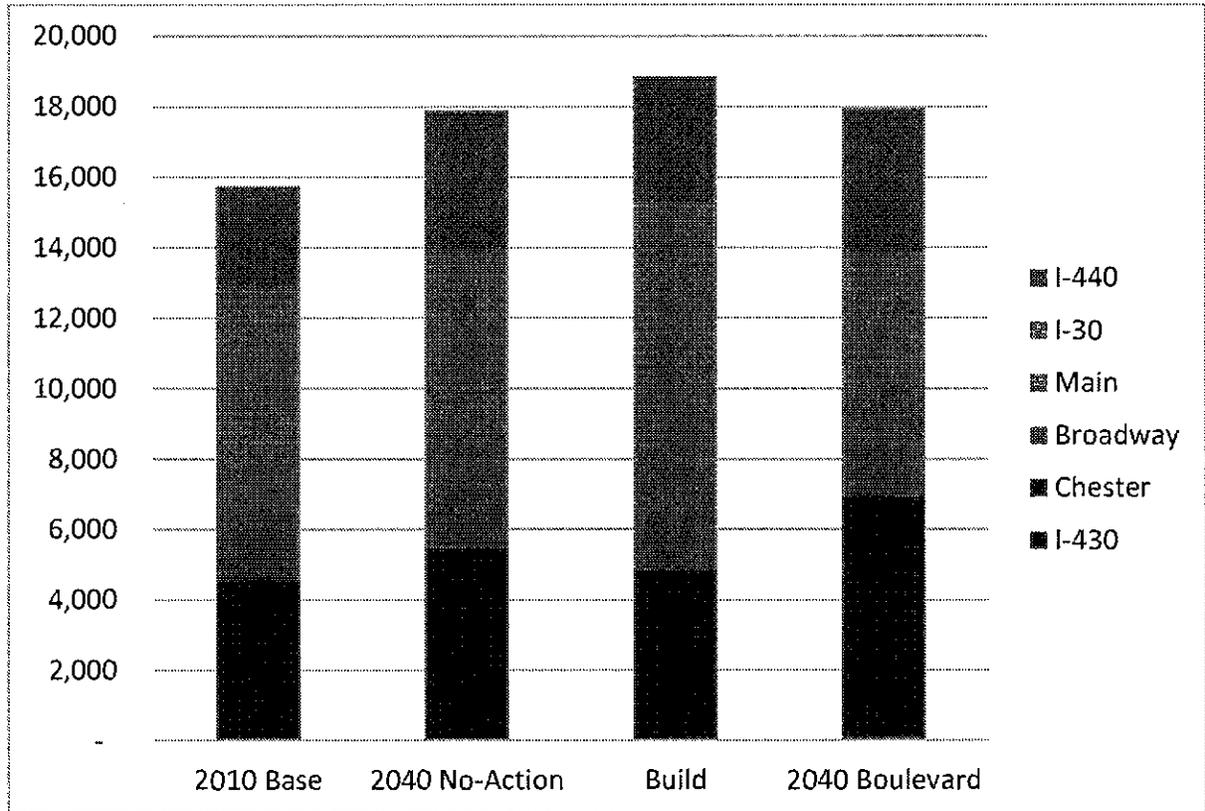
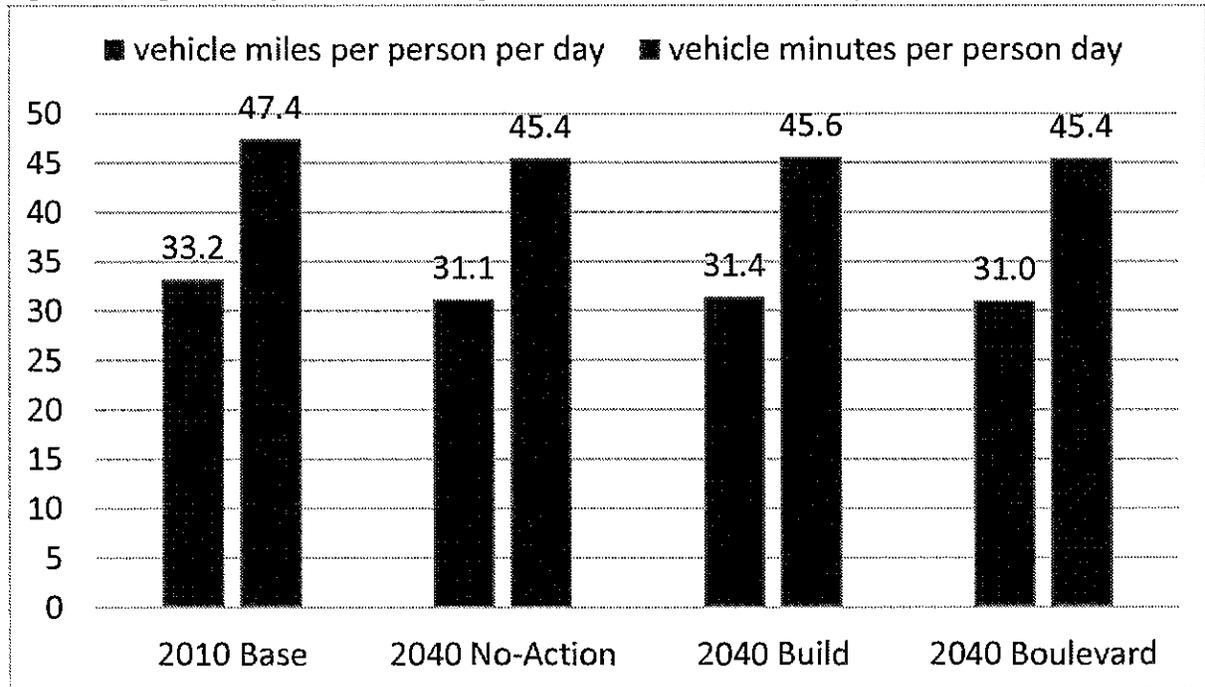


Figure 20: Regional Performance including Boulevard + Chester Street Bridge (DTA Model)



**NORMAN L. MARSHALL, PRESIDENT**

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[nmarshall@smartmobility.com](mailto:nmarshall@smartmobility.com)

**EDUCATION:**

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982  
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

**PROFESSIONAL EXPERIENCE: (30 Years, 15 at Smart Mobility, Inc.)**

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at Resource Systems Group, Inc. for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior, and doing planning that coordinates multi-modal transportation with land use and community needs.

**Regional Land Use/Transportation Scenario Planning**

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Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovate Monte Carlo simulations process to account for combinations of failures.

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

California Air Resources Board – Led team including the University of California in \$250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO’s long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

## **Municipal Planning**

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City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additional analyzed using the City’s Synchro model

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation, and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka’ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additional analyzed using the City’s Synchro model

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

## **Transit Planning**

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Regional Transportation Authority (Chicago) and Chicago Metropolis 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including

different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

### **Roadway Corridor Planning**

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I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. This model models freeway bottlenecks much more accurately than the base TransCAD model.

South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Carolina including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

### **PUBLICATIONS AND PRESENTATIONS (partial list)**

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

### **MEMBERSHIPS/AFFILIATIONS**

Associate Member, Transportation Research Board (TRB)

Member and Co-Leader Project for Transportation Modeling Reform, Congress for the New Urbanism (CNU)

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 2:43 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Alison Gambill

**Email:** aagspanky@aol.com

**Address:** PO Box 21062

Little Rock, AR 72118

**Telephone:** 501-353-9363

**Message:**

I suggest the bridge be painted a pretty blue color.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 3:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** BEVERLY A JACKSON

**Email:** bevjackson59@att.net

**Address:** 7901 Thompson Road,

**Telephone:** 5015904031

**Message:**

I own the property at 2812 commerce and 423 East 28th. The property has been in my family since before the freeway was built. Before there was no flooding. After the freeway was built and open..our house constant flooded. The street was built about my yard and caused my yard to be a sub drain off. He had to move out often because of flooding and it still floods my yard. It is my wish that the project buy out my property as I know the flooding will only be worst. I'm renting the house now but will not be able to continue if the flooding gets worst. Please but my property. I am a willing seller. Please my family has suffered enough. Home purchased in 1939.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 3:44 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Emily Evans

**Email:** emilymevans@gmail.com

**Address:** 605 N Coolidge St, Little Rock AR 72205

**Telephone:** 501-920-4721

**Message:**

Please do NOT expand I-30. If the goal has been to revitalize the downtown area, I'm not sure how adding that many more cars to the area is helpful. And as an avid cyclist, I'd like to be able to safely ride my bike downtown.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 3:51 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Micah McLain

**Email:** micah.mclain@gmail.com

**Address:** 715 Sherman St. #10

Little Rock, AR 72202

**Telephone:** 404.626.6233

**Message:**

Coming from Atlanta, I don't believe the traffic in Little Rock warrants further investment in increasing interstate capacity, especially when most all other efforts in similar cities have seen traffic simply grow to fill the expanded interstates. I would much rather see these types of funding be directed towards public transit, multi-use trails, etc. that enhance the quality of life for LR (and surrounding) residents while also attracting young professionals who value these features in their neighborhoods.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 3:54 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** JEAN GORDON

**Email:** JGORDON@IGC.ORG

**Address:** 2510 HIDDEN VALLEY DRIVE

Little Rock, AR 72212

**Telephone:** 501-225-1323

**Message:**

This is a huge investment for a very poor outcome - cutting LR in two, more traffic and congestion causing air pollution, for very little time saved if any. Instead consider mass transit for more time saving along with all the advantages of speed, convenience, economy, clean air. Improve our state roads and save some lives around the state. Even fix the pot holes in LR! This project is definitely an out of date white elephant.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 4:36 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Daniel Hopwood

**Email:** grinningpossum@gmail.com

**Address:** 4317 Maryland Ave, Little rock AR 72204

**Telephone:** none

**Message:**

The email you recently received from Kathy Wells of the Greater Coalition of LR Neighborhoods is supported by me also.

It gets really irritating that the Highway Dept makes a pretense of listening, but always does what it first intended to do. It is time to be responsible and accountable to CITIZENS!!!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 4:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Katherine A Perez

**Email:** kperez22@yahoo.com

**Address:** 3202 Homer Adkins Blvd.  
Jacksonville, AR 72076

**Telephone:** (501) 920-9050

**Message:**

I agree and I'm strongly in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. Extremely excited about the plan of adding green space to this downtown core area, which will not only effectively streamline pedestrian connectivity, but will be beneficial to downtown residents, businesses, and visitors, while simultaneously increases vehicular AND pedestrian safety. Thank you!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 5:15 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jeff Littlefield

**Email:** jlittlefield@striblingequipment.com

**Address:** 64 magness creek dr, Cabot AR 72023

**Telephone:** 5015161545

**Message:**

I support of the proposed plan as it appears to be the best option for the challenges presented. I don't spend a lot of time down town but would think that local residents would prefer additional green space for outdoor activities.

## Connecting Arkansas Program

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**From:** jack w. hill <jackwaynehill@gmail.com>  
**Sent:** Thursday, July 26, 2018 6:12 PM  
**To:** Info@30Crossing.com  
**Subject:** Please reconsider

The wasteful use of public funds to build yet more pavement in an area that could be so much more user-friendly in re-development. Those who choose to commute should be willing to pay the price in more time spent doing so, and those engaged in commerce should be willing travel around and not through downtown Little Rock. Those who stand to profit from the continual addition of more lanes of pavement should not dictate what will be done.

Jack W. Hill  
Bismarck, AR

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 6:28 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jim Rule  
**Email:** jimrulear@gmail.com  
**Address:** 24 Crystal Mt. Dr.  
**Telephone:** 5018315020

**Message:**

I am firmly opposed to the planned expansion of the I-30 freeway thru downtown Little Rock. It will have an extremely detrimental effect on the environment because of increased fuel pollutants and create major stress on downtown traffic corridors so that commuters can save time getting to work. This scarce money should be spent on improving other road projects in worse shape in other parts of the state. Above all, an Environmental Impact Statement should be required before any construction begins.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 6:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Robert Markman  
**Email:** fr81597@gmail.com  
**Address:** 502 W. 5th Street  
**Telephone:** 5017490090

**Message:**

The Arkansas Department of Transportation (ArDOT) initiated this project with an impressive public outreach (PEL, I believe it's called). Impressive but ultimately superfluous, because the outcome was predetermined. From the beginning, ArDOT was committed to this huge widening project - a project that will necessitate even more freeway widenings and untold billions of taxpayer money. Alternatives were considered in isolation from each other instead of as combined efforts, and public concerns were ignored. That is my first objection.

Like most residents of Central Arkansas, I am not opposed to maintenance and safety improvements. However, I am opposed to this project, because I think it will have negative effects on our economic vitality and social cohesiveness. Positive effects are nebulous and minimal. Therefore, Objection #2 is that we are asked to pay more than \$100,000,000 a mile for the possibility that with additional widening some person in Cabot might - might - save 4-5 minutes driving into Little Rock. No matter how you cut it, this is a massive waste of taxpayer dollars, one that will haunt future generations.

Objection #3 is that this project will leave downtown Little Rock and North Little Rock scarred. This project will further divide neighborhoods and harm our wonderful, revitalizing downtown businesses and neighborhoods.

Objection #4 is that there are alternatives to this huge project. A few examples: investing in bus rapid transit and reinvigorating our region's arterial roads. Downtown businesses could be encouraged to become part of the 21st century (incentives offered?) to stagger work hours and allow more flexibility for commuters entering the city. Increasing bus service to allow people in Jacksonville and Cabot to park their cars and use buses to enter the city and the same for Conway commuters would offer a worthy alternative, too. No one alternative would have a major effect, but taken together, all could have some impact, although none, including 30 Crossing, will alleviate congestion. Again I ask the question: are we comfortable paying \$100,000,000+ per mile to address minor congestion that occurs twice a day?

Decades ago the Department divided the cities of Little Rock and North Little Rock from north to south and from east to west. It set the city back for a generation. At the time no one could predict that

downtown Little Rock would flower in the next century. 30 Crossing could do worse, and never mind the "park" that is dangled before us. None of this adds up to worthwhile investment.

Apparently, cost is not a factor to the ArDOT. It has money to burn. If predicted dire consequences do occur and cast a pall on the flowering of downtown Little Rock/North Little Rock for a generation or more, then I would recommend the ArDOT again change its initials: to DDT.

## Connecting Arkansas Program

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**From:** Lucy Sauer <lucyhauer@gmail.com>  
**Sent:** Thursday, July 26, 2018 6:40 PM  
**To:** Info@30Crossing.com  
**Subject:** Against the proposed I-30 expansion

I'm on vacation and away from internet. I'm writing again to express my opposition to the massive expansion of I-30 in central Arkansas. There are multiple reasons I think this is a terrible idea. The financial cost is outrageous, especially considering that we can't already maintain our current highways. There is nothing convincing that suggests this will decrease traffic congestion. The construction will go on for years and then perpetually there will be more physical divide in our community by what the highway and access roads cause. As a physician, I'm extremely concerned about increasing air pollution and toxic byproducts. As a person concerned about our environment and what we leave to our children and our grandchildren, the effect of greenhouse gases on climate change is unconscionable. We should be promoting mass transit, etc. Enough!

Please excuse typos as I use a phone to write this. Sincerely, Lucy H. Sauer, 4201 Kenyon Dr. 72205 501-661-1669

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 8:14 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Steve Strauss  
**Email:** straussnyc@verizon.net  
**Address:** 3001 Veazey Terrace, NW  
apt. 1332  
Washington, DC 20008  
**Telephone:** 202-237-2796  
**Message:**  
July 26, 2018

To: Arkansas Department of Transportation

Re: 30 Crossing Environmental Assessment – Job CA0602

Dear Sir or Madam:

I am a property owner within approximately one-half mile of the proposed Interstate 30 expansion corridor. I fully support replacement of the aging interstate bridge over the Arkansas River and safety improvements downtown that might reduce the number of closely spaced entrances and exits. I oppose your plans to widen the freeway and believe you are advancing outdated transportation policies on the residents of Central Arkansas. It is rather difficult to comment on your plans because they represent mid-to-late 20th century thinking on traffic management that fewer and fewer State transportation agencies consider appropriate to meet U.S. mobility needs in the 21st century.

Since 2013, ARDOT has made clear its intention to add lanes to resolve the stated problems of the 30 Crossing area, regardless of whether other actions could solve or reasonably mitigate peak period traffic congestion. It is particularly appalling that ARDOT basically blackmailed Metroplan officials into supporting changes in the regional Transportation Improvement Plan to allow wider freeways in Central Arkansas.

ARDOT appears to be attempting to avoid the necessary environmental review of the big picture of its Central Arkansas highway expansion plans by dividing the work into smaller components. Instead of seeing the freeway network in Pulaski County as a network, ARDOT has attempted to implement piecemeal expansion plans using Categorical Exclusions and Environmental Assessments (The I-630/I430 Interchange, the western widening of I-630 and the I-430/Highway 10 interchange expansion). The FHWA should require ARDOT to produce a network level Environmental Impact

Statement since all of these actions are highly related and affect regional traffic volumes and land development.

The Section 106 impacts of the proposed I-30 widening will be severe. Little Rock's MacArthur Park historic district is already walled-off on two sides by interstate highways. Expansion of I-30 will further widen the eastern moat and, as ARDOT has stated, increase the pressure for you to widen I-630 downtown further separating that historic district from older residential neighborhoods to the south.

Perhaps more importantly, the planned changes to entrances and exits along I-30 will greatly increase traffic through downtown Little Rock negating one of the few benefits of I-630's opening in the late 1970s. This increased traffic on 4th and 6th streets will greatly decrease the quality of life in the new multi-family housing built downtown in the last ten years and the MacArthur Park and Terry Mansion area historic homes. A relatively quiet residential area adjacent to downtown will suffer from constant heavy traffic volumes on streets that the City of Little Rock will have to maintain.

ARDOT's question and answer pages about your 30 Crossing expansion project make the assumption that more crowded freeways would dampen interest in commuting to jobs in downtown Little Rock and North Little Rock. You should address the opposite proposition as well, that building more freeway capacity only encourages people to move further from their jobs and raises their cost of commuting. People consider both travel time and costs as part of their location decisions. There is no shortage of affordable housing in Little Rock or North Little Rock.

ARDOT proposes freeway expansions as the only solution to projected increases in vehicle miles traveled because, as it points out, it is constitutionally restricted from offering the citizens of Central Arkansas other mobility choices. Rather than pointing fingers at other agencies to offer these additional mobility choices, why doesn't ARDOT seek legislative changes to allow it to actually be a Transportation Agency and not just a Highway Department?

Finally, ARDOT needs to address the impact of building all of the proposed additional road capacity on the FAST Act requirements to properly maintain federal aid highways in the state. Driving around Central Arkansas and elsewhere confirms that ARDOT is not meeting its asset maintenance responsibilities.

In a July column in Talk Business and Politics ARDOT Commissioner Alec Farmer stated that the "Highway Commission" voted in 2017 to spend 80 percent of its discretionary federal funding on system preservation and "congestion relief" (i.e. highway expansion projects). Mr. Farmer went on to state that an additional \$400 million per year is needed just to maintain the existing system at a minimum level. By the Commissioner's statement he is admitting that ARDOT is deferring necessary road maintenance in order to build unnecessary highway expansion projects. If the agency cannot properly maintain Arkansas roads and highways then the FHWA should not permit ARDOT to expand its asset base using federal funds.

Unless ARDOT changes its highways only solution to meet the mobility needs of Central Arkansas it will face increasing opposition to its expensive and out-dated practices.

Sincerely,

Steve Strauss

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 8:16 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Nathan Miller

**Email:** nathan.miller1510@gmail.com

**Address:** 1401 Scott St. Apt 204

Little Rock, AR 72202

**Telephone:** 5012691510

**Message:**

Widening I-30 is a monstrous waste of money. When cities all over are investing in alternative transportation methods and building complete streets to encourage community and entrepreneurship, why would our city be so adamant about doubling down on a highway system that serves zero long term benefit to our city and its residents.

## Connecting Arkansas Program

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**From:** Timothy Daters <tdaters@whitedaters.com>  
**Sent:** Thursday, July 26, 2018 8:43 PM  
**To:** Info@30Crossing.com  
**Subject:** 30 Crossing Comments  
**Attachments:** Dear Residents and Owners of 300 Third 30 Crossing comment.pdf

My comment attached.  
Thank you.

### **Timothy E Daters, PE**

White-Daters & Associates  
24 Rahling Circle  
Little Rock, AR 72223  
P: (501) 821-1667  
F: (501) 821-1668  
M: (501) 580-5694  
E: [tdaters@whitedaters.com](mailto:tdaters@whitedaters.com)

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 8:45 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Tim Daters  
**Email:** tdates@gmail.com  
**Address:** 300 East Third Street  
#1301  
**Telephone:** 5015805694  
**Message:**  
July 26, 2018

Tim Daters  
300 East Third #1301  
Little Rock, Ar 72201

RE: Comments on 30 Crossing Project

As a property owner in the 300 Third building, and without getting into the broader overall merits or project, my focus is on how this project will impact the two blocks of East Third Street between River Market Avenue and Cumberland Street.

Peak AM hour traffic, from 7:15 to 8:15 will go from 270 vehicles per hour to 950 vehicles per hour, an increase of 250%. Peak PM hour traffic, from 4:30 to 5:30 will go from 533 vehicles per hour to 841 vehicles per hour, an increase of 75%.

During the public information meeting held earlier this month in North Little Rock, all the presenters I spoke with were quick to point out that there were no changes in lane configuration planned, but as Bobby Malone, another owner in our building pointed out, the plan does include traffic lights at 3rd and Rock and 3rd and River Market. When someone who works downtown and lives in Cabot is headed home in the evening and they get a green light at Cumberland, they won't have to stop or slow down until they get past the former Axiom building. The lights will be timed to allow the movement at 25-35 miles per hour. For the two blocks adjacent to the residential towers, instead of slow, stop and go traffic, we will have cars and trucks whizzing up and down our street.

Keep the parking on 3rd between Cumberland and River Market. Don't build traffic signals on Rock and River Market, keep the 3-way and 4-way stop signs.

I have reviewed the Environment Assessment and can't find any comments as to the effect of

changing Third Street in front of our homes into a signalized thoroughfare. At present the traffic is stop and go with low speed and easy pedestrian crossing. When we walk up to the intersection at Third and Rock, we wait for the intersection to clear, step into the crosswalk and cross. No waiting for the light to change and all the vehicles are moving slowly through the intersection.

Between our building and River Market Tower we have roughly 250 property owners in a small area. To my knowledge, none of the people who live in our two buildings were ever invited into the process during the development of alternatives.

I would also ask that in the future you refrain from calling these information meetings “Public Hearings” which they bear practically no resemblance to.

Thank you for the opportunity to comment. I would like very much to receive a response.

Tim Daters  
300 East Third #1301  
tdates@gmail.com

July 26, 2018

Tim Daters  
300 East Third #1301  
Little Rock, Ar 72201

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Thank you for the opportunity to comment. I would like very much to receive a response.

Tim Daters  
300 East Third #1301  
[tdates@gmail.com](mailto:tdates@gmail.com)

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 8:55 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Timothy Daters

**Email:** tdates@gmail.com

**Address:** 300 East Third #1301

Little Rock AR 72201

**Telephone:** 501 580 5694

**Message:**

I think the expansion of 2nd street to 4 lanes is a poor last minute reaction, made in an attempt to avoid further study of the impact of the project on east/west streets south of 4th street.

The benefit of a large green open space has been decreased by the reintroduction of a 4 lane street between the green space and the River Market.

When first proposed the large green space would have allowed unhindered pedestrian access from the residential towers on Third Street to the River Market.

i could find no mention of this in the Environment Assessment.

i have been told by one of the professionals familiar with the project that the role of 2nd Street was revised to avoid the preparation of a full Environmental Impact Statement and part of an attempt to appease owners and groups representing areas south of Fourth Street.

Thank you for considering these comments.

Tim Daters

tdates@gmail.com

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Thursday, July 26, 2018 10:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Peyton Ellis

**Email:** pellis@stoneward.com

**Address:** 4507 Lexington Park Circle  
Bryant, AR 72022

**Telephone:** 5012588138

**Message:**

The new design for the I-30 Crossing is exactly what downtown Little Rock needs. After the concrete walls are taken down and green spaces are added, our downtown will feel like a more fun, safe place to be. I know I will frequent it more often.

## Connecting Arkansas Program

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**From:** Janine Perlman <jpandjf@swbell.net>  
**Sent:** Thursday, July 26, 2018 11:06 PM  
**To:** Info@30Crossing.com  
**Subject:** I oppose additional lanes on I-30

Dear Mr. Hetzel,

As someone who regularly travels I-30, I oppose widening it for a number of reasons.

- The areas traversed are in need of development that is friendly to the people who live there. Instead, this would devalue property, and inhibit its healthy development.
- There is overwhelming public opposition to the proposed project, clearly expressed in numerous public comment periods.
- There is no Environmental Impact Statement (EIS), which this project clearly requires, as it would add particulate, chemical, and noise pollution to the area.

Please do NOT proceed with this horrendously expensive and destructive project!

Sincerely,  
Janine Perlman  
Alexander, AR

## Connecting Arkansas Program

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**From:** Hetzel, Jon, D <jdhetzel@garverusa.com>  
**Sent:** Friday, July 27, 2018 6:58 AM  
**To:** Info@ConnectingArkansasProgram.com  
**Subject:** Proposal to modify traffic on 3rd Street in Little Rock  
**Attachments:** Mr. Ben Browning AR Dept of Trans.pdf

**From:** John Barron [<mailto:johnedbarron@gmail.com>]  
**Sent:** Thursday, July 19, 2018 4:08 PM  
**To:** Browning, Benjamin <[Benjamin.Browning@ardot.gov](mailto:Benjamin.Browning@ardot.gov)>  
**Subject:** Proposal to modify traffic on 3rd Street in Little Rock

Dear Mr. Browning

I understand from speaking with Tony Evans that you are heading up the project that proposes to revise 3rd Street between Cumberland and River Market. I have serious concerns about the proposed changes which I have described in the attached letter. I understand that the environmental impact is still under consideration; please let me know if there are others that I should contact to express my concerns.

Thank you

John Barron

July 19, 2018

Mr. Ben Browning

Arkansas Department of Transportation

P.O. Box 2261

Little Rock, AR 72203

RE: Highway 30 Crossing Project, downtown Little Rock

Dear Mr. Browning:

As a resident of 300 E. 3<sup>rd</sup> Street in downtown Little Rock I wish to express my concerns with respect to certain changes that have been proposed described as the 30 Crossing Project. I understand that you are in charge of the project and hope that you can help me.

It is my understanding the proposal includes changes to the two blocks along 3<sup>rd</sup> Street between Cumberland and River Market: (1) removal of on-street parking to expand the two lanes to four lanes; and (2) to replace the two existing stop signs with traffic lights.

In my opinion, this would have a significant detrimental effect upon the local residents and tourists who stay in the hotels and upon the shops and restaurants. If the parking is eliminated; the street would become a four lane road which would have a significant negative effect on the quality of the neighborhood along with safety concerns for local pedestrians who live in the immediate vicinity and those who visit the local retail establishments and restaurants.

The area immediately adjacent to this two block section of 3rd Street is one of the most densely populated residential and hotel areas in downtown Little Rock. We have four hotels in this immediate area, two high rise residential towers and two other large multi-family residences immediately abutting these two blocks between Cumberland and River Market. As a result, foot traffic along 3rd Street is very heavy with many tourists as well as the local residents. People run, walk dogs, frequent the local shops and restaurants, and in many cases, especially for our downtown tourists, the pace is slow which is important for safety reasons.

It is also my understanding that the proposal includes the replacement of the two existing stop signs at the intersections of 3rd Street, Rock Street, and River Market with stop lights. This coupled with the expansion to four lanes will cause a significant increase in the volume and speed of traffic along this two block section with significant safety issues. As things presently stand, this section is relatively quiet and the traffic is moderate. With the changes, I understand the traffic volume will grow by 75% and the speed will be increased.

Even though the proposed new traffic lights might be timed in an attempt to keep the speed at a moderate level, we all know that many drivers will speed up to catch lights, essentially, running the

lights. When pedestrians get a walk signal they naturally begin walking across the street and with a speeding driver trying to catch the light the probability of a serious injury is increased significantly. I experience this myself when I cross Cumberland and have drivers coming from the west speed up to catch the light to turn left on Cumberland. It's a very dangerous situation. Why create the same thing on a pedestrian two block section?

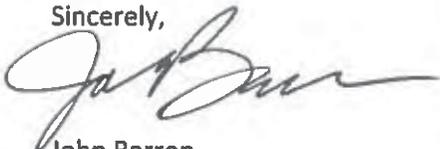
As you know, the section of 3rd Street going west from Cumberland has traffic lights and no on-street parking as is being proposed for the two block section between Cumberland and River Market. The difference is that 3rd Street going west from Cumberland is not residential, does not have hotels, and does not have a concentrated section of retail shops and restaurants and heavy pedestrian traffic.

In my opinion, the proposal will have a significant negative economic impact as well. The retail and restaurant business will suffer, vacancies will increase, and property values will decline. It will no longer be a relatively peaceful, casual walking, shopping, and dining area; it will become a busy and noisy with safety issues for pedestrians. The city of Little Rock has made a great effort to make the River Market area a desirable place to live and visit in hopes expanding and improving on what we have and these proposals runs contrary to that goal. I believe it will destroy what we have.

I would greatly appreciate it if you can tell me the status of the project, whether the impact is still under consideration, and who I should express my concerns to in addition to yourself. Also, do you know if any public forums are planned to discuss this proposal. I appreciate your help.

I can be reached at 917-991-4940 and [johnedbarron@gmail.com](mailto:johnedbarron@gmail.com) or 300 E. 3<sup>rd</sup> Street, #909, Little Rock, AR 72201. Please feel free to forward this communication as you see fit.

Sincerely,



John Barron

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 7:17 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Stacy Tierney

**Email:** staysee0026@hotmail.com

**Address:** 1702 Magnolia Ave, Little Rock, AR 72202

**Telephone:** 870-335-5373

**Message:**

I am AGAINST the widening of I30 in the current proposal. I feel that this project is going to be detrimental to the city of Little Rock. I think it will hurt businesses downtown. Research has proven that larger interstates take traffic away from the businesses in the area. I think that it is going to further cause socio ad economic gaps by closing off communities such as Hanger Hill, from Downtown. I know it is going to create an unsafe and unwelcoming corridor downtown, that is visited by thousands of people a year, essentially harming tourism in Downtown Little Rock. There will be such an influx of cars, that it will be unsafe to walk or bike Downtown.

I do not understand why we are willing to decrease the quality of life for residents of Little Rock to build a massive structure essentially for people who do not live in Little Rock. To decrease a traffic build up of 15 minutes for people LEAVING Little Rock to go to their homes in Jacksonville, Cabot and Bryant. This does not make sense to me.

Please reconsider this project. Please consider safer and more equitable options. Please consider walking and cycling infrastructure.

Thank You!

## Connecting Arkansas Program

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**From:** Matt Pekar <mpekar@gmail.com>  
**Sent:** Friday, July 27, 2018 8:04 AM  
**To:** info@30crossing.com  
**Subject:** backup copy of public I30 comments from matthew pekar @ 1017 cumberland st

I didn't receive any confirmation from the comments service (<https://www.connectingarkansasprogram.com/i-30-public-hearing-comment-form>) that my comments had been received so wanted to send this backup copy in case.

My full contact info is:  
Matthew Pekar  
Email: [mpekar@gmail.com](mailto:mpekar@gmail.com)  
Phone: 646-256-2133  
1017 Cumberland St  
Little Rock, AR 72202

=== Comment 1 ===

I am deeply disappointed at the short shrift all of the non-lane expansion alternatives have been given in the PEL, the environmental assessment (EA), and at public meetings. While a multitude of extremely similar lane-expansion solutions received funds for fuller development, ARDOT is ignoring the comments of area residents and selectively including/excluding parameters to model non-expansion alternatives in the worst light possible, thus filtering them out at Level 1.

Every metro area I've been to that has gone the route of interstate expansion has an absolutely hellish environment for travel. Congestion, wrecks, constant construction, high-stress driving, pollution, and noise--interstate expansion makes all our lives worse. One of the main reasons I moved to Little Rock was because I could walk to so many of the local businesses. Note that I didn't say bike, or ride a bus, or take a taxi--I said W-A-L-K. Little Rock is becoming a place where people can actually get where they need to be and get some exercise at the same time. ARDOT's I30 plan feels like a part of a decades long mission to push back environmental and social progress and force residents into their cars, into traffic, and out of the city.

Sadly, I was even more disturbed after reading the "I-30 Alternatives Analysis", a document prepared by Norman Marshall with funding from the Arkansas Public Policy Panel. My reading of this document indicates that ARDOT has:

- 1) Failed to fully account for drivers re-routing during times of peak congestion. (i.e. assuming I30 is the only route popping up on maps for people.)
- 2) Through the use of outdated Static Traffic Assignment (STA) processes, failed to constrain forecasts so that roadway capacity is not exceeded. (i.e. they are modeling situations that are not physically possible)
- 3) Fed CARTS models with flaws 1) and 2) into VISSIM models that in turn calculate extreme delays that, again, are not possible in reality.
- 4) Failed to model additional routes specified by alternative plans, thus failing to accurately accrue benefits to alternative plans that provide drivers with multiple routes.

5) Acknowledged that widening will induce I30 travel, but fail to model for traffic bottlenecks on the edges of the study area. Again, ARDOT cherry picks their costs and benefits. They know modeling edge bottlenecks makes the case for widening worse, so they just skip it unless someone in public comments makes a stink about it.

=== Comment 2 ===

Regarding the Pike Avenue extension alternative, page 707 the EA mentions that development of this alternative was ceased due to the possible impact on "a highly contaminated hazardous waste site just south of the Pike Avenue roundabout". How was the cost of constructing around this waste site estimated and what was the estimated cost?"

Page 707 also mentions that this alternative was discarded due to it not being "an efficient connection to I630". The specific efficiency of connecting to I630 is not a relevant reason to discard the alternative as the stated goal of this project, on page 35, is:

"...to provide for increased travel speed and reduced travel time to downtown North Little Rock and Little Rock as traffic demand increases in the future. "

The Pike Avenue extension alternative cannot be discarded unless it models worse in pursuit of this goal.

=== Comment 3 ===

Regarding the Chester Street extension, which was discarded by ARDOT at level 1, on page 707 of the EA it states that ARDOT modeled this route as being capable of "only 3.5% removal of the traffic from I30". However, ARDOT's PEL and EA modeling is invalid because it does not:

- 1) account for shifts among the bridges
- 2) does not consider the impacts of induced travel outside of the study area
- 3) does not consider traffic impacts in downtown Little Rock outside of the study area

Analysis done by Smart Mobility--with these necessary adjustments included--indicate that the Chester St. Bridge in conjunction with a form of the Boulevard alternative meets the requirements to move to level 2 and be considered for refinement along with all of the current alternatives that involve widening.

Because ARDOT has failed to bring forth a single alternative that does not involve widening of I30, it is especially critical that this alternative be properly and honestly developed by ARDOT.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 8:40 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** George Wise

**Email:** bgcdwise@swbell.net

**Address:** 2403 S. Louisiana St.  
Little Rock, AR 72206

**Telephone:** 501-831-0014

**Message:**

Currently I-30 through downtown Little Rock is 3 through lanes each way plus an auxiliary lane in places that allow traffic to enter and exit the interstate. The plans for 30 Crossing would add 4 Collector/Distributor (C/D) lanes to the 3 through lanes each way, 2 C?D lanes in each direction, along with additional auxiliary lanes. In some parts of downtown Little Rock I-30 would be as wide as 14 or 15 lanes!

The reason for the project is so commuters from places like Searcy, Cabot, Benton, Bryant, etc. can commute to jobs a few minutes faster and get home a few minutes faster. In addition contractors who stand to make a lot of money from the project are pushing hard for its approval.

The cost? It's \$632 million in limited highway funds when the Arkansas transportation department acknowledges it is more than \$100 million short of necessary funds annually to maintain the existing ~16,000 miles of state roads. The other "cost" is all the problems the additional lanes would produce from increased air pollution to more noise to limiting the tax base and development potential in that area.

Issues being raised by opponents are:

## The lack of an Environmental Impact Statement (EIS)

In 1991 a federal lawsuit filed in Little Rock against the City of Little Rock and Corps of Engineers over the proposed extension of Rebsamen Park Road along the Arkansas River resulted in a ruling that an EIS was required. That ruling was upheld on appeal. We are pushing for an EIS on the I-30 project given its much larger impact on the human environment than the Rebsamen Park Road project.

Overwhelming public opposition to the proposed I-30 project as clearly expressed during numerous public comment periods

Metroplan which is responsible for planning transportation needs in central Arkansas held 4 public comment periods related to this project. All four resulted in resounding opposition ranging from 60% opposed all the way up to an astounding 94% opposed to a waiver for additional through lanes. An alternative was offered to construct another bridge across the Arkansas River at Chester Street, and to turn I-30 in downtown Little Rock into a boulevard to spur economic development and increase the tax base. That and other alternatives were never seriously considered.

ArDOT's public meeting in April 2016 resulted in 1,406 comments being submitted with 38% supporting one of the two widening options being offered and the remaining 62% preferring other options.

Damage to property values and stunted development potential as a result of interstates cutting through urban areas

Metroplan brought in an urban development expert named Joe Minicozzi who presented examples in other urban areas around the country how removing or deemphasizing interstate highways resulted in an improved tax base, increased development potential and improved livability and vitality.

Fiscal irresponsibility in funding this 7.3-mile project to the detriment of the highway department's responsibility to adequately maintain existing state roads

The Arkansas highway department is responsible to maintain ~16,000 miles of state roads. They publicly acknowledge a maintenance deficit in excess of \$100 million a year. Yet they continue to want to build new roads when they don't have sufficient funds to maintain existing roads. Somehow they need to be made to meet current road maintenance needs before adding new roads.

Air pollution health hazards for school children and adults working in nearby office buildings

There are numerous studies of the effects of air pollution on the health of school children and adults who spend large amounts of time near highways. It can be breathing problems like asthma or COPD.

It can also be cardiac issues. Wider freeways mean more vehicles producing more toxic substances coming out of tailpipes.

Increased noise issues in an already very noisy area due to increased traffic

The areas around interstate highway are very inhospitable. They are typically noisy, thus the noise barriers we often see between highways and residential and other areas adjacent to them. Loud noise is also a health hazard.

The role technology may play in the near future regarding things like ride-sharing and self-driving vehicles that could increase the number of vehicles that can safely occupy each lane mile of interstate

This final issue I'll mention is the lack of consideration by the highway department for technology potentially changing the way we travel. Self-driving cars that may not be very far off? That technology may allow vehicles to travel safely closer to each other due to automatic braking, lane change detection, blind spot detection, etc. That may mean more vehicles per road mile, and fewer lanes needed. Ride sharing is another example of how new travel trends may reduce the number of vehicles on the road. These need to be taken into account before spending literally billions of dollars on ever-widening highway projects.

There are plenty of resources for those who want to study the issue a bit more before submitting a comment. Some examples:

In August 2017 Metroplan brought in guest speaker and planning professional Joe Minicozzi of Urban3. He presented two public programs titled “Understanding the Market Forces of Regional Development” that documented how damaging interstates like I-30 are that cut through downtown urban areas. Here are links to Minicozzi’s PowerPoint presentation <https://tinyurl.com/ya9p2cxl> and a YouTube video <http://tinyurl.com/y75z7szs>

2) For those interested in air pollution health hazards for those going to school, working or living near busy roads here’s a snip from the Environmental Protection Agency’s website (see <https://www.epa.gov/air-research/research-near-roadway-and-other-near-source-air-pollution> under the heading “Roadways”):

“With more than 45 million people in the U.S. living within 300 feet of a major transportation facility or infrastructure, notably busy roads, there is concern about the potential health impacts from air pollutants emitted from cars, trucks and other vehicles. Research has demonstrated that exposure to pollutants emitted from motor vehicles can cause lung and heart problems and premature death.

To reduce the impact of living near busy roads, researchers are evaluating how roadway design, including noise barriers and roadside vegetation, can help to reduce exposure to air pollutants.”

3) And finally, the Improve 30 Crossing group hired Norm Marshall of Smart Mobility who studies traffic modeling around the nation. Norm produced an excellent analysis of traffic flow in 2016 on an earlier design of the I-30 project. He has produced a Review of the current I-30 Environmental Assessment that reveals flaws in the Arkansas highway department’s traffic modeling, assumptions regarding congestion, how adding lanes induces more vehicles (“induced demand”) to use those

lanes resulting in a new equilibrium much like the old one, indirect traffic impacts, etc. His Review is attached for those wanting to read it.

What do we hope you will do? Weigh in before 4:30 p.m. tomorrow with your comments on any of the above issues or others I've not mentioned that concern you. Your comments will be most impactful if they are in your own words, not cut and pasted word-for-word from what I've shared with you here. Comments can be e-mailed to (that's what I did this afternoon):

ArDOT 30 Crossing Public Hearing

Attn: Jon Hetzel

4701 Northshore Drive

North Little Rock, AR 72118

Info@30Crossing.com

Or you can submit them online at [30Crossing.com](http://30Crossing.com). If you submit a comment online at [30Crossing.com](http://30Crossing.com), look for the "Public Comment Form" link on a blue background at [30Crossing.com](http://30Crossing.com).

Please let me know if you have any questions. This may be your last chance to voice your opinion about this project that is the most expensive in Arkansas history, and has the potential to do real harm to downtown Little Rock for decades to come.

Barry Haas

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Currently I-30 through downtown Little Rock is 3 through lanes each way plus an auxiliary lane in places that allow traffic to enter and exit the interstate. The plans for 30 Crossing would add 4 Collector/Distributor (C/D) lanes to the 3 through lanes each way, 2 C?D lanes in each direction, along with additional auxiliary lanes. In some parts of downtown Little Rock I-30 would be as wide as 14 or 15 lanes!

The reason for the project is so commuters from places like Searcy, Cabot, Benton, Bryant, etc. can commute to jobs a few minutes faster and get home a few minutes faster. In addition contractors who stand to make a lot of money from the project are pushing hard for its approval.

The cost? It's \$632 million in limited highway funds when the Arkansas transportation department acknowledges it is more than \$100 million short of necessary funds annually to maintain the existing ~16,000 miles of state roads. The other "cost" is all the problems the additional lanes would produce from increased air pollution to more noise to limiting the tax base and development potential in that area.

Issues being raised by opponents are:

The lack of an Environmental Impact Statement (EIS)

In 1991 a federal lawsuit filed in Little Rock against the City of Little Rock and Corps of Engineers

over the proposed extension of Rebsamen Park Road along the Arkansas River resulted in a ruling that an EIS was required. That ruling was upheld on appeal. We are pushing for an EIS on the I-30 project given its much larger impact on the human environment than the Rebsamen Park Road project.

Overwhelming public opposition to the proposed I-30 project as clearly expressed during numerous public comment periods

Metroplan which is responsible for planning transportation needs in central Arkansas held 4 public comment periods related to this project. All four resulted in resounding opposition ranging from 60% opposed all the way up to an astounding 94% opposed to a waiver for additional through lanes. An alternative was offered to construct another bridge across the Arkansas River at Chester Street, and to turn I-30 in downtown Little Rock into a boulevard to spur economic development and increase the tax base. That and other alternatives were never seriously considered.

ArDOT's public meeting in April 2016 resulted in 1,406 comments being submitted with 38% supporting one of the two widening options being offered and the remaining 62% preferring other options.

Damage to property values and stunted development potential as a result of interstates cutting through urban areas

Metroplan brought in an urban development expert named Joe Minicozzi who presented examples in other urban areas around the country how removing or deemphasizing interstate highways resulted in an improved tax base, increased development potential and improved livability and vitality.

Fiscal irresponsibility in funding this 7.3-mile project to the detriment of the highway department's responsibility to adequately maintain existing state roads

The Arkansas highway department is responsible to maintain ~16,000 miles of state roads. They publicly acknowledge a maintenance deficit in excess of \$100 million a year. Yet they continue to want to build new roads when they don't have sufficient funds to maintain existing roads. Somehow they need to be made to meet current road maintenance needs before adding new roads.

Air pollution health hazards for school children and adults working in nearby office buildings

There are numerous studies of the effects of air pollution on the health of school children and adults who spend large amounts of time near highways. It can be breathing problems like asthma or COPD. It can also be cardiac issues. Wider freeways mean more vehicles producing more toxic substances coming out of tailpipes.

Increased noise issues in an already very noisy area due to increased traffic

The areas around interstate highway are very inhospitable. They are typically noisy, thus the noise barriers we often see between highways and residential and other areas adjacent to them. Loud noise is also a health hazard.

The role technology may play in the near future regarding things like ride-sharing and self-driving vehicles that could increase the number of vehicles that can safely occupy each lane mile of interstate

This final issue I'll mention is the lack of consideration by the highway department for technology potentially changing the way we travel. Self-driving cars that may not be very far off? That technology may allow vehicles to travel safely closer to each other due to automatic braking, lane change detection, blind spot detection, etc. That may mean more vehicles per road mile, and fewer lanes needed. Ride sharing is another example of how new travel trends may reduce the number of vehicles on the road. These need to be taken into account before spending literally billions of dollars on ever-widening highway projects.

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To reduce the impact of living near busy roads, researchers are evaluating how roadway design, including noise barriers and roadside vegetation, can help to reduce exposure to air pollutants.”

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ArDOT 30 Crossing Public Hearing

Attn: Jon Hetzel

4701 Northshore Drive

North Little Rock, AR 72118

Info@30Crossing.com

Or you can submit them online at [30Crossing.com](http://30Crossing.com). If you submit a comment online at [30Crossing.com](http://30Crossing.com), look for the “Public Comment Form” link on a blue background at [30Crossing.com](http://30Crossing.com).

Please let me know if you have any questions. This may be your last chance to voice your opinion about this project that is the most expensive in Arkansas history, and has the potential to do real harm to downtown Little Rock for decades to come.

Barry Haas

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I oppose the current plan to widen I 30. The overwhelming majority of people who have come to meetings and submitted comments oppose this misguided project. A project of this magnitude should have an environmental impact study and not a limited assessment. The EIS does not adequately study the impact on air, noise and water quality. It is well known that those living near a high volume interstate suffer greater incidences of respiratory problems. I have lived near the Current I 30 for 32

years. Downtown Little Rock is seeing a revival I have long awaited and this monstrosity of an interstate will have a negative impact on the continued revival. There are alternatives which have not been fully considered.

Thank you,

George Wise

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 8:44 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jason Hooper

**Email:** jhooper@striblingequipment.com

**Address:** 3002 Coldwater Dr. Benton, AR 72019

**Telephone:** 5016021172

**Message:**

This project is very much needed as can be evidenced on a daily basis of traffic bottlenecking at this location several times throughout the day. My wife was actually involved in an accident at this location several years ago. With the increased traffic flow and continued growth in the LR/NLR area this change is a must, regardless of the short term inconveniences during the construction process

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:10 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Izzy Harris

**Email:** izabelahotchkiss@gmail.com

**Address:** 1783 Danville Rd. Memphis, TN 38117

**Telephone:** 901-305-3754

**Message:**

As a former resident of Houston, TX (home of the Katy Freeway) and all of its commuter problems, I always think to myself-- there has to be a more desirable option than expansion. I'll be making Little Rock my home in 3 weeks and a part of its charm is in the big city amenities with a small town feel situated right in the middle of a beautiful natural backdrop. Lane expansions take away from that. Houston is home to the world's widest freeway and commute times are still increasing. Will we keep expanding as more residents hit the road? Have we fully considered the alternatives? There has to be a better way to spend these funds.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:11 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Nathan Keltch

**Email:** nathankeltch@gmail.com

**Address:** 1417 Main Street Apt. A Little Rock, Arkansas 72202

**Telephone:** (501) 772-8349

**Message:**

The I-30 expansion project is a very bad decision for the City of Little Rock. It is bad city planning. ARDOT has put out numbers that show the daily traffic count would increase 3 fold. While many cities around the country are in the process of fixing these kinds of mistakes by taking out over sized highways that scar the downtown area our Highway Department is in the process of making one of these decisions. I am vehemently against this expansion. This expansion will not solve congestion by ARDOT's own admission. It does not work anywhere else why should it work here.

ARDOT has violated the mandate from the Federal Highway Administration to consider reasonable alternatives to its proposed massive freeway widening. Even though the Federal Highway Administration encouraged local highway entities to look at holistic approaches, ARDOT dismissed, and refused to study, alternatives plans such as the Boulevard plan with a Chester Street bridge even though independent traffic studies (Smart Mobility) showed the boulevard performed as well or better than the freeway expansion. ARDOT's one sentence dismissal of this plan in the assessment is not enough to explain why ARDOT was opposed to this plan. ARDOT states they couldn't build a bridge at Chester – this is patently false as ARDOT could designate that portion of Chester as a State Highway and the property is actually for sale. They state that an 8 lane boulevard couldn't handle the traffic – it actually does handle the traffic and does it in a way to dramatically increase commerce and real estate value by operating at slower, safer, speeds.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:13 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Brett Parker  
**Email:** brettthparker@gmail.com  
**Address:** Little Rock  
**Telephone:** 5016046187

**Message:**

This is something we need for Little Rock. Coming from the Dallas area, I've seen firsthand how these types of changes benefit the city. Very excited for this program! Makes me proud to live in Little Rock.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:14 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Russ Furcron

**Email:** rfurcron@swbell.net

**Address:** 5008 Calico Creek Cove  
NLR, AR 72116

**Telephone:** 5013500399

**Message:**

I have grown up in this city and commuted from NLR to LR via I-30 every day of my adult life. The traffic has become more congested in this area every year. I cannot imagine how bad it will be in the next 20 years. This has to be done.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:16 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Anna Pearson

**Email:** apearson@stoneward.com

**Address:** 720 Maple Street Apt 627, North Little Rock, AR, USA

**Telephone:** 7316935822

**Message:**

I'm very excited to see this project come to life. The opportunity to expand parks in the downtown areas sounds amazing. I moved here last year from midtown Memphis and one of my favorite things was Overton Park which sits right in the middle of midtown. Having a green space is really wonderful when living in a large city. I believe Little Rock would benefit greatly from this project and I look forward to more opportunities to get out and explore downtown.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:16 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Chris Kindrick  
**Email:** ckindrick@gmail.com  
**Address:** 3108 Misty Lane  
**Telephone:** 5019126869

**Message:**

I'm just glad that area is being made safer for everyone. Aesthetically — that area could use a face lift. Besides, anything that increases connectivity for pedestrian, cyclists and dog walking traffic is a big positive for those of us who live downtown.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:29 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Daniel Koterak

**Email:** dkoterak@stoneward.com

**Address:** 9309 Sunset Creek Cove, Sherwood 72120

**Telephone:** 5018040268

**Message:**

Nice. This will be a really positive change and a great way improve our city more than just adding a lane to a freeway.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:36 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mary Ellen Kubit

**Email:** mekubit@uca.edu

**Address:** 300 E. 3rd St, 808  
Little Rock, AR 72201

**Telephone:** 501-786-7909

**Message:**

As a resident and property owner in the River Market District, I do not support the 6 lane, with 4 c/d lane expansion of I-30 Crossing. This expansion is one of the larger model proposed, and I don't appreciate the marketing strategy of describing this as 6 lanes with 4 c/d lanes because this confuses the public. It should clearly be called what it is... a 10 lane free way crossing, with four additional street level lanes to feed the new massive freeway.

This expansion is literally 2 blocks from my home. I am seriously concerned about the massive increase of traffic that is projected for 3rd street. This roughly 300% increase on my street. With a family member who has severe asthma, this traffic expanse is a health hazard to residents in the immediate proximity of the expansion. More vehicles will produces more toxic substances and is an environmental hazard for residents, school children, park goers, and pedestrians in the River Market. Also, increased water rain off and noise issues in an already very noisy area due to increased traffic will be environmental problems for residents and pedestrians in this area.

Also, since I just mentioned pedestrians, this area of the River Market is a huge pedestrian area. Residents, visitors, business men and women, and school children walk 3rd Street everyday. 3rd Street itself is primarily a residential area, with a thriving business community that will be drastically and negatively impacted by this expansion. As a resident, I'm quite concern for the 3rd Street businesses community and the potential loss of street parking on 3rd street. Plus the massive increase in traffic, to solely feed the highway on ramp/off ramp configuration is quite problematic.

Further, the River Market District as a whole, as well as the new East end developments are a huge economic boom for the city and our region. I am highly concerned that the DOT has not thoroughly examined the impact that this expansion will have on this area... not even to mention the historic neighborhoods of Hanger Hill and Quapaw! Reasonable alternatives have NOT be adequately investigated.

The areas under the interstate highway in the River Market are frequently very inhospitable and are very dangerous. I am very concerned that the highway expansion will cause additional, unfair

burdens to the City of Little Rock and the Street Car Rock Region Metro service. It is inappropriate for the DOT to make decisions that will leave Rock Region Metro and the city of Little Rock holding bag of DOT related expenses.

Another concern is the trend of property values typically drop in areas surrounding large highway expansions. We've just had an appraisal of our residence. And, I greatly concerned that this value will not hold steady during the construction and the post construction opening. Who will compensate business owners and residential property owners when our values are lost due to all of the environmental impacts. I've spoken to many business owners in the River Market District who are very concerned about the loss of parking, and the loss of business to our neighborhood. In fact, Zin Wine Bar recently closed on River Market Ave, citing the pending highway expansion as a decision to close their business and expand the suburban location. This is very concerning to the neighborhood.

I'm also quite concerned that the DOT is out of date in it's modeling and it's approach to mass transportation. As larger cities and urban areas move away from massive highway expansion, Arkansas is going in the opposite direction. With the drastic changes coming with self driving cars, and drone delivery services, right around the corner, the DOT must take these issues into account in their evaluation and modeling.

I'm also quite concerned about how the DOT seemed to strong arm the Metroplan board into this decision. The threat of withholding funds, did not service the people of this region, especially when there was a clear higher ratio of AGAINST comments from the public to the Metroplan. The comments of the public have consistently not been taken as seriously as I believe they should have been. There has been clear opposition from residents in the immediate area of the expansion through public comments periods and through social media, op-eds, and community meetings.

I want to make it clear that I am for the replacement of the bridge; I am for even added a lane in each direction, and creating more safe on and off ramps. As someone who travels this exchange every rush hour to commute to Conway for work, I experience these issues first hand. In the five years of my community, my average travel time across this stretch is frequently under five minutes. Only twice, in five years, have I been caught in what I consider massive traffic-- during a snow storm and during one accident-- when it took me over 20 minutes to just cross the bridge. I will gladly take these two inconveniences over five years! I am NOT in support of the 6 lane, with 4 c/d lanes plan. This is too large, too expensive, and has too much environmental impact on the various neighborhoods and community immediately surrounding the expansion.

Again, I implore the DOT to listen to the concerned citizens and residents of the area who have grave concerns on how this expansion will directly impact our homes, our neighborhoods and our children. In fact, I think the DOT has not acknowledged the change in demographics from these areas-- from strictly commercial 20 years ago to thriving residential neighborhoods. And, that is what we are-- a thriving neighborhood! But, now, we're also a neighborhood with grave concerns.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:37 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** DAVID F KERN

**Email:** davidfkern@aristotle

**Address:** 209 Crystal Court, LR AR. 72205-4229

**Telephone:** 5016645376

**Message:**

I have a master's degree in urban studies from the University of Chicago. I grew up in Cleveland OH and know the importance of effective urban planning. The boulevard concept through LR and NLR with diverting I-state traffic to I-440 would be the best way to preserve the best essence of LR & NLR and using an existing road - I-440 - to its highest and best use. The emphasis should be on improving an urban environment and not building roads to strangle the life out of community space.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:40 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Natalie Mahoy

**Email:** Nataliedm0101@gmail.com

**Address:** 111 Black Oak Pl

Searcy, AR 72143

**Telephone:** 2174743782

**Message:**

I am in support of the 30 Crossing plan. As a commuter driving in and out of Little Rock every day, I see first hand how important adding commuter and shoulder lanes will be for the interstate. It will provide safety for the community and prevent accidents from occurring.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:40 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Michael Anders

**Email:** andersmichaele@gmail.com

**Address:** 5415 L Street, Little Rock, AR 72205

**Telephone:** 5012565119

**Message:**

I strongly call for NOT expanding 1-30. The impact of the increase in traffic in the River Market area, tourists, pedestrians, and bicyclists will be terrible. The River Market area and the Arkansas River Trail, which have attracted bicyclists to be downtown in Little Rock, are the unique strengths of the City. Any modifications in traffic flow MUST consider tourism, pedestrians, and bicyclists.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:45 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ritika Gann

**Email:** ritika.gann@gmail.com

**Address:** 314 S. University Avenue

**Telephone:** 5017733336

**Message:**

Having worked in the downtown area for a few months now, I am definitely in favor of this project and making our downtown area greener, safer, and quieter. As someone who is considering buying property downtown in the next year, I think this project could really increase value for property in the area and become more "family friendly".

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:47 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Alix Fiorino

**Email:** afiorino@stoneward.com

**Address:** 1108 N Shackleford Rd

**Telephone:** 7146427483

**Message:**

This will totally elevate the downtown climate. I am very excited to see Little Rock grow into such a great city!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:51 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jared Rickman

**Email:** jmgrickman@gmail.com

**Address:** 1406 S. Battery Street

**Telephone:** 501-503-9900

**Message:**

I am deeply concerned about the effects the proposed I-30 widening project will have on the city I love. It seems clear that while the latest impact study from ARDOT took many factors into account, the impact of those factors altogether was not assessed comprehensively. More troubling is the obvious lack of investment in walkable, bikeable streets. This plan does not address the future construction necessary for actually alleviating congestion on I-30, and instead puts the onus on city streets to handle a greater flow of traffic. ARDOT needs to invest in a long-term plan that prioritizes the safety and livelihood of people and businesses already thriving downtown, instead of giving quicker commutes to those living outside of the city, just so they can take their business and money back to the suburbs.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:52 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Addison Hurst

**Email:** ahurst@stoneward.com

**Address:** 520 Maple St

**Telephone:** 5019520876

**Message:**

As someone who lives and works in downtown, I would love to see this project come to life. This would not only be a safer alternative to what we have now, but would also create a more livable area for downtown residents.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:53 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Hannah Hitchcox

**Email:** hhitchcox@stoneward.com

**Address:** 3661 Gresham Drive

Conway, AR

72034

**Telephone:** 5019085725

**Message:**

I am very excited about the 1-30 Crossing Project in Little Rock. As a commuter, I am excited that the plan will make traffic much smoother downtown, as well as the parks that will be installed. We have so many great businesses and non-profits in Little Rock, and I think it will be great to have a venue/space for community events.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 10:00 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ashley Steele

**Email:** ash.n.steele@gmail.com

**Address:** 2010 Rebsamen Park Road #318

Little Rock, AR 72202

**Telephone:** 9704813562

**Message:**

As someone who grew up here, then moved away for 12+ years to live in Los Angeles and Denver, CO; I am thrilled to see initiatives like this one in our city of Little Rock! This change could add so much value to the attractiveness of the city, especially our downtown. Having more greenspace and the ability to hold community events such as Yoga on the green deck, concerts, art festivals, etc. would be a huge benefit. Also having a safer walking space and lower traffic noise is a plus to someone like myself and coworkers who spend much of our days downtown. I fully support the I-30 corridor change, and look forward to seeing a better space and efficiency for our city!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 10:06 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Beverly Parkinson

**Email:** bdeniseparkinson@icloud.com

**Address:** 202 Cherry creek Loop, Hot Springs, AR 71913

**Telephone:** 501-276-6870

**Message:**

My husband commutes to Little Rock daily. In my opinion, this project is a boondoggle that will create more problems than it will solve. Focusing more on public transit, walkability, trolleys and shuttles and bicycle lanes, while sending commercial transportation in strategic re-direction, is my hope for the future of Central Arkansas.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 10:12 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Ann Owen

**Email:** ann.owen@sbcglobal.net

**Address:** 2501 N. Pierce St.

Little Rock, AR 72207

**Telephone:** 5019600063

**Message:**

My Husband, Rick, and I have been pleased with the ways that the downtown Little Rock has become a more bike and pedestrian friendly community, and we are concerned that the proposed expansion will undo so much of the progress that has been made.

\* SAFETY

We are very concerned that the proposed expansion of the I-30 corridor will increase in car volume will turn the Downtown and the Rivermarket areas into a highway. Both areas are heavily trafficked areas for people on bikes or people walking. Arkansas is #13 in worse state for pedestrians and #3 for worse states for cyclists.

\* TOURISM

The Downtown and Rivermarket areas are also high tourism areas. Tourism accounts for almost 2 billion of Pulaski County's income and we know that these two areas of the city are high in tourist attractions. The new I-30 will divide Little Rock's most visited tourist destination (Clinton Library) from the place where tourists spend money (Rivermarket). The I-30 corridor could also create an unwelcoming corridor due to high traffic, increase in noise and unsafe conditions.

\* REVITALIZATION

There has been a huge effort to revitalize downtown with new business and the addition of the Creative Corridor. I can not image walking a street with 15,000 cars on it to access a business downtown. The I-30 widening will cause pedestrian activities to become unsafe and unwelcoming. Businesses downtown will likely take the hit.

\* BIKESHARING

The city of Little Rock has taken huge measures to bring an amazing Bike Share program to Little Rock in the Spring of 2019. We know from other cities that Bike Share is so important to tourism and the growth. Bikeshare's focal area is centered within the I-30 area of impact; I-30 traffic could kill it due to high traffic volumes and unsafe infrastructure.



## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 10:16 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Marty W. Burton

**Email:** marlique@aol.com

**Address:** 108 Jacob Court LR, AR 72212

**Telephone:** 5013520939

**Message:**

Why doesn't the city or state emulate other states who are successful at road and freeway success especially, when every five years there are harsh conditions like winter weather and huge commercial trucks worsening the roads!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 10:24 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Abigail Grossman  
**Email:** agrossman@stoneward.com  
**Address:** 11 Huntington Road  
**Telephone:** 9182478410

**Message:**

I think this development will be amazing for the Little Rock community! Little Rock is growing rapidly and this will give Little Rock so much opportunity. Wider streets, more outdoor space, what an exciting update!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 10:32 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mary Henthorn

**Email:** mhenthorn3@sbcglobal.net

**Address:** 2200 Andover Ct #805

Little Rock, AR 72227

**Telephone:** 5016802397

**Message:**

I have spent time reviewing the Environmental Assessment issues by ARDOT and attended the public hearing on July 12, 2018. After careful consideration, I strongly object to the ARDOT proposal for widening I-30 in Little Rock. The massive structure proposed by ARDOT will result in long-term negative consequences for Little Rock and Arkansas. Better solutions are available.

- 1) The focus on widening has failed to consider alternatives such as increased investment in public transportation, the addition of a bridge at Chester Street, or the boulevard approach.
- 2) The freeway widening will not solve congestion problems. It only moves the problems down the road. I understand the cost of removing this congestion would run up to \$4 billion. These directly related costs were not included in the Environmental Assessment. Public transportation and dispersing traffic by improving and increasing alternative routes are more effective and efficient long-term solutions.
- 3) The Environmental Assessment seems to assume economic benefit to Little Rock without supporting evidence or the inclusion of negative impacts to the emerging new development in East Village, the recent blossoming of Downtown, or the preservation of nearby historic areas such as 9th Street.
- 4) Where are the major considerations for the many who travel daily to UAMS, VA, Children's Hospital, and the State Capitol?

This massive freeway is the wrong approach. My children and grandchildren will experience more negative consequences than positive from this structure.

## Connecting Arkansas Program

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**From:** Kim Logue <kimlogue@gmail.com>  
**Sent:** Friday, July 27, 2018 10:35 AM  
**To:** info@30crossing.com  
**Subject:** Citizen Comments  
**Attachments:** JLLR Public Comments to 30 Crossing Project.pdf

To Whom It May Concern:

Attached please find comments regarding the 30 Crossing Project submitted by the Junior League of Little Rock. A hard copy has also been mailed to the address listed on the ARDOT citizen comment form.

Sincerely,



JUNIOR LEAGUE OF LITTLE ROCK

**Kimberly Logue**

2018/2019 President

c 501.615.4453



July 27, 2018

ARDOT 30 Crossing Public Hearing  
ATTN: Jon Hetzel  
4701 Northshore Drive  
North Little Rock, AR 72118

Dear Mr. Hetzel:

The Junior League of Little Rock ("JLLR") appreciates the opportunity to submit these comments regarding the 30 Crossing Project. For more than 96 years, the JLLR has worked to improve Little Rock by providing volunteers, funding, and leadership support and has long been a part of Little Rock's vital downtown. Our commitment to historic downtown Little Rock is one that began well before 2001, when we purchased the former Woman's City Club building — a Little Rock landmark that was built in 1910, is listed on the National Register of Historic Places, and is a popular venue for weddings and numerous public and private events. Long before that, historic Trapnall Hall served as JLLR headquarters from 1929-1974.

On July 12, representatives of the JLLR attended the public hearing on the 30 Crossing project at the Wyndham Riverfront. We are grateful to each of the representatives of the Arkansas Department of Transportation ("ARDOT"), its independent contractors, and others who made themselves available to answer questions at that hearing.

As a downtown Little Rock property owner and neighbor, the JLLR understands the need for improving the Arkansas interstate system and appreciates the increased opportunities to expand downtown tourism and walkability for pedestrians that were incorporated into ARDOT's revised proposal. We were also glad to see how the revised plans for the 30 Crossing project took into consideration potential impacts on the historic neighborhood surrounding MacArthur Park. However, based on the revised plans and other information presented at the July 12 hearing, the JLLR continues to have concerns regarding the 30 Crossing project.

### **Significant Traffic Increases and Related Safety Concerns**

Traffic projections for the preferred 30 Crossing project design predict that a significant amount of traffic will be diverted to 4<sup>th</sup> Street as traffic is shifted away from the current 2<sup>nd</sup> Street interstate exits and entrances. Modeling made available at the July 12 hearing showed an increase of more than eight times the current traffic on 4<sup>th</sup> Street during morning peak and more than four times current traffic during evening peak.

The JLLR has concerns about the unanticipated impacts of this substantial increase in traffic, particularly its effect on the safety of pedestrians walking in the area and numerous visitors to the JLLR building which is bounded by 4<sup>th</sup>, Scott, and Cumberland Streets. The building is used daily to host JLLR meetings and events. Several nonprofit organizations are JLLR tenants on the third floor of our

**401 Scott Street  
Little Rock, AR 72201  
501.375.5557**

**[www.jllr.org](http://www.jllr.org)**

building. The JLLR building is also a popular rental venue for weddings and other events. JLLR members, staff, tenants, and other visitors routinely enter and exit the JLLR parking lot and walk on sidewalks surrounding our headquarters building. Also, without a loading dock, our only access for unloading periodic large deliveries is through basement doors accessed from 4<sup>th</sup> Street.

The JLLR has concerns that shifting heavy traffic to 4<sup>th</sup> Street, as projected by ARDOT, will have a significant negative impact on the safety of these visitors to the JLLR building. This will likely be exacerbated by buses that enter and exit River Cities Travel Center, which is located across the street from the JLLR building and is bounded by 4<sup>th</sup> Street, Capitol Avenue, Rock Street, and Cumberland Street. From conversations at the July 12 hearing with ARDOT representatives, it is the JLLR's understanding that bus traffic was not accounted for in modeling the impacts of the current 30 Crossing project on traffic in the area.

It is also unclear at this time what plans the City of Little Rock has to mitigate potential traffic and safety concerns, including funding and assurances that those tactics would be implemented as a result of the 30 Crossing project. In particular, 4<sup>th</sup> Street is currently a one-way street between Scott Street and Cumberland Street. A major concern is that there are currently no assurances from the City of Little Rock that this block of 4<sup>th</sup> Street will remain one-way following the completion of the 30 Crossing construction project. If this traffic pattern were to ultimately be changed by the City, it could result in additional negative impacts on driver and pedestrian safety.

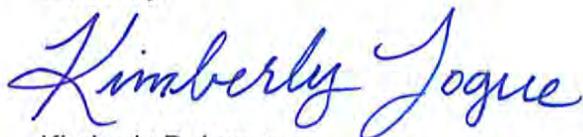
#### **Lack of Adequate Free Parking**

The JLLR also has concerns about significantly decreased free parking in the area as a result of the widening of 4<sup>th</sup> Street from Cumberland Street to the interstate. It is the JLLR's understanding that the project will remove all current free parking along 4<sup>th</sup> Street and that there have been no assurances from either ARDOT or the City of Little Rock that new free parking options will be made available either in the immediate area or nearby vicinity.

With one of the goals of the revised plan being increasing tourism and improving access to downtown attractions, it seems counterintuitive to eliminate what is already limited free parking in the downtown area. Removing free public parking will also place a greater burden on private parking options by creating greater incentive for downtown visitors to park in private lots like the private parking lot located at the JLLR building. The JLLR has concerns about how this could prevent accessibility for authorized visitors, decrease parking lot safety, and increase costs for hiring private security.

As ARDOT and the City of Little Rock continue to move forward with plans to improve the I-30 bridge and the downtown area surrounding it, the JLLR asks that the above concerns be considered and addressed. The JLLR greatly appreciates the opportunity to submit these comments and welcomes any future opportunities to discuss its concerns with either ARDOT and/or the City of Little Rock.

Sincerely,



Kimberly D. Logue  
2018-2019 President

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 10:53 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Katherine West

**Email:** kswestark@gmail.com

**Address:** 805 Beechwood St.

Apt. 2

**Telephone:** 5012404745

**Message:**

Little Rock is a stagnant city. We do not attract business as they do not see us as modern and innovative. If we pour more concrete through the middle of the city I believe the city will die. Thriving cities are tearing out their freeways. So please stop this project. We need excellent public transportation for our citizens.

Having to own a car to get to work and shopping is keeping individuals and families in poverty.

It is fiscally irresponsible to fund this 7.3-mile project to the detriment of the highway department's responsibility to adequately maintain existing state roads

The Arkansas highway department is responsible to maintain ~16,000 miles of state roads. They publicly acknowledge a maintenance deficit in excess of \$100 million a year. Yet they continue to want to build new roads when they don't have sufficient funds to maintain existing roads. Somehow they need to be made to meet current road maintenance needs before adding new roads.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 11:01 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mandy Wilkinson

**Email:** arwilkinson93@yahoo.com

**Address:** Maumelle, AR

**Telephone:** 9519036380

**Message:**

I absolutely think this would benefit Little Rock for the better. As the capitol city, the new changes would bring positive fresh energy; Little Rock has been waiting for.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 11:09 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Hugh McDonald

**Email:** hughtmcdonald@gmail.com

**Address:** 52 Fontenay Cir, Little Rock 72223

**Telephone:** 5019202457

**Message:**

I support the ARDOT favored configuration of 30 Crossing. Much public comment and input has been made and incorporated and it is time to implement.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 11:39 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Gordon Silaski

**Email:** gsilaski@my100bank.com

**Address:** 35 Greathouse Bend Little Rock 72207

**Telephone:** 501-603-3845

**Message:**

I am in favor of AR DOT's preferred configuration (6 lanes with split diamond interchange) for the 30 crossing project. This provides the best combination of badly needed green space and pedestrian safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 11:51 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dana Berry

**Email:** tanddberry@sbcglobal.net

**Address:** 14212 ORLEANS DR.

**Telephone:** 5017726141

**Message:**

I support the plan to make the 30 Crossing area safer and more beautiful. I first saw Little Rock when in college, driving from my home state of Texas on my way to Missouri, and I remember being surprised at how big the city looked from the I-30 bridge. That was almost 40 years ago, and I now see that bridge daily from the downtown Little Rock office in which I work. I've made my home and reared my sons here, and I want others to drive through and have the same reaction I did...but more safely, with less traffic and with an even more beautiful view.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:10 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Gracia Stroud

**Email:** graciastroud86@gmail.com

**Address:** 1525 Kent Road, North Little Rock, AR 72116

**Telephone:** 5016900363

**Message:**

The 1-30 Crossing seems to be a step backward in promoting our state as the "bicycle hub" of the south. After revitalizing the downtown areas of Central AR (more like a resurrection), this extensive project will send people back to the "burbs" quicker than ever before. Which is great if you are trying to kill an area. My experience with economic development through the LEAD AR program taught me to make areas "a destination" and bike and pedestrian friendly. That's good for communities and citizens and will attract industry. I'm against this project as designed and hope someone will listen!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:11 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Pam de Gravelles

**Email:** drpam2014@gmail.com

**Address:** 5415 L Street  
Little Rock, AR 72205

**Telephone:** 8705002683

**Message:**

I am a cyclist in LR and am limited in my ability to bike in and to many places due to the lack of safety and few bicycle lanes. The comments below specifically address all of my concerns and wishes. I am in complete support of BACA in their requests. They truly do speak to the safety of all concerned. As a nurse of 39 years, I have seen many unnecessary accidents due to too many cars and unclear paths for pedestrians and cyclists. Please think safety of the public as a whole when making your decision.

1. The astronomical increase in cars will basically make Downtown and the Rivermarket areas like a highway. Both areas are heavily trafficked areas for people on bikes or people walking. These will no longer be safe activities due to the high volume of vehicular traffic being funneled into those areas. Arkansas is #13 in worse state for pedestrians and #3 for worse states for cyclists. Why make it more unsafe?

2. The Downtown and Rivermarket areas are also high tourism areas. Tourism accounts for almost 2 billion of Pulaski County's income and we know that these two areas of the city are high in tourist attractions. The new I30 will divide Little Rock's most visited tourist destination (Clinton Library) from the place where tourists spend money (Rivermarket). The I30 corridor could also create an unwelcoming corridor due to high traffic, increase in noise and unsafe conditions.

3. There has been a huge effort to revitalize downtown with new business and the addition of the Creative Corridor. I can not image walking a street with 15,000 cars on it to access a business downtown. The 130 widening will cause pedestrian activities to become unsafe and unwelcoming. Businesses downtown will likely take the hit.

4. The city of Little Rock has taken huge measures to bring an amazing Bike Share program to Little Rock in the Spring of 2019. We know from other cities that Bike Share is so important to tourism and the growth. Bikeshare's focal area is centered within the I-30 area of impact; I-30 traffic could kill it due to high traffic volumes and unsafe infrastructure.

5. Below are specific requests addressed in the Quapaw Report

Requests (Quapaw Quarter Report, pgs. 4-16):

- 1) Don't expand I-30 capacity
- 2) If ArDOT DOES expand I-30 capacity, bikes should be accommodated not only within the I-30 right of way but within the I-30 area of impact (protected bike lanes, off-street trails, Quapaw Quarter Report, (pgs. 4-9))
- 3) BikePed accommodations should include the MacArthur Park trail (pgs. 9-16 of Quapaw Quarter Report).

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:16 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jennifer Li Mathers

**Email:** home2schoolmom4@gmail.com

**Address:** 12021 Paul Eells Dr, Apt 101, North Little Rock AR 72113

**Telephone:** 5014130865

**Message:**

Please do not widen I-30. Widening I30 at its current location will make it so much harder for downtown Little Rock to be a more walkable, bikable, enjoyable place. I work downtown just by the RiverMarket. As it is, downtown area already has more traffic than it can handle and is currently not near safe enough for people to bike or walk as it could be. People even have to walk over the current highway off and on ramps as it is. We need pedestrian-safe areas and dedicated bicycle lanes that traffic cannot encroach on. We need to find ways to reroute that traffic away from the heart of the city. Please don't make it worse. We need to find a way to keep the air healthy (not increase pollution) and make downtown a safer, livable, walkable, bikable, community space.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:18 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Elizabeth Speck-Kern

**Email:** desk@aristotle.net

**Address:** 209 Crystal Court Little Rock

**Telephone:** 5019202387

**Message:**

I am opposed to the expansion of i 30 downtown. Please reroute outside of the city. It will overshadow and suppress the river market businesses and Clinton museum.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:20 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Laura Hollingsworth

**Email:** laurakatehollingsworth@gmail.com

**Address:** 29 St. Andrews Drive Little Rock, AR 72212

**Telephone:** 5016212863

**Message:**

I think that the expansion is a great way to promote safety while also making Little Rock look nicer

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:33 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Anna Beth Gorman

**Email:** annabethw@gmail.com

**Address:** 611 Main St, North Little Rock, AR 72114

**Telephone:** 5014006083

**Message:**

I am not in favor of this project, as I feel strongly that it will disrupt positive strides to create a more livable downtown and East Corridor. Our population density and traffic congestion do not warrant this project at this time.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:38 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Greg Purtle

**Email:** greg.purtle@yahoo.com

**Address:** 7777 Sloane Drive

Little Rock, AR 72226

**Telephone:** (601) 951-9588

**Message:**

I am in favor of ArDOT's preferred configuration for 30 Crossing, the six lanes plus c/d lanes with split-diamond interchange. The plan adds green space to the downtown core and increases pedestrian connectivity, which will be beneficial to downtown residents, businesses, and visitors, and simultaneously increases vehicular safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:42 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Katy Bartlett

**Email:** kbartlett@stoneward.com

**Address:** 14 Lorian Drive

Little Rock, AR

**Telephone:** 5017726155

**Message:**

I work downtown and feel this would greatly benefit the area.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:53 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** CAP Online Request

**Name:** Rohn Muse

**Email:** rohmuse@aol.com

**Path:** //connectingarkansasprogram.com/

**Message:**

Forest Hills remains adamantly opposed to the currently proposed I-30 plan for expansion. We believe if implemented, the downstream effect will have the potential to devastate the neighborhoods south of I-630. We demand a detailed and extensive environment impact study, with a concentration/focus on air quality now and the impact the proposed construction will have on all neighborhoods that are near it if built as proposed.

Rohn Muse

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 12:59 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dan Shelton

**Email:** danielcshelton@gmail.com

**Address:** 1712 Pine Valley Rd

**Telephone:** 501-831-3267

**Message:**

This is a terrible idea, a waste of money and resources, and will further divide the city. Please do not let it go through.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 1:07 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Rushton

**Email:** rdobbins@cals.org

**Address:** 1017 W 2nd Street Apt 5  
Little Rock, AR 72202

**Telephone:** 706-350-8676

**Message:**

I am in support of the expansion of I-30. I would like to suggest that there be a very strong emphasis on making this all look beautiful. Make the bridge something to behold, include lighting and art under the bridge. Make green space that would work well in a city. There are cities all over the country that have made infrastructure beautiful. ARDOT did this with the Big Rock exchange. Once again I support the expansion and replacement of the I30 running through North Little Rock and Little Rock. Just include art and make it something to use daily and enjoy looking at.

## Connecting Arkansas Program

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**From:** Glenn Nishimura <gnishimura@sbcglobal.net>  
**Sent:** Friday, July 27, 2018 1:16 PM  
**To:** Info@30Crossing.com  
**Subject:** Against I-30 crossing plan

Changing the name from Highway Dept to Dept of Transportation does not fool anyone.

You are motivated only by the prospect of pouring more concrete and building more highways.

Your plan gives no consideration in your analysis to mass transit, bikes, alternative modes of transportation, new technologies and evolving changes in society. Other cities are tearing down central city highways.

Your plan is short-sighted business as usual.

I am opposed to it.

Glenn Nishimura  
805 Beechwood St.  
Little Rock, AR 72205

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 1:18 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Chris King

**Email:** chris@lovelivemusic.com

**Address:** 107 River Market Ave

**Telephone:** 5013438659

**Message:**

As a longterm business owner in the River Market District (18 years with Stickyz Chicken Shack and 12 years with Rev Room) we are very concerned that we will need to move our business out of the area due to the disruption of traffic flow. I know we are only one voice, but our concerns are significant enough in our world to make relocation a necessary consideration.

## **Connecting Arkansas Program**

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 1:24 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Byron Eiseman

**Email:** eiseman@fridayfirm.com

**Address:** 400 West Capital Avenue, Ste. 2000, Little Rock 72201

**Telephone:** 5013701546

**Message:**

Having considered the proposals that have been over the past several months, I favor ArDOT's preferred configuration for the 30 Crossing which is six lanes plus contributor/ distributor lanes with a split diamond interchange.

## Connecting Arkansas Program

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**From:** Shannon Marie Lausch <smlausch@ualr.edu>  
**Sent:** Friday, July 27, 2018 1:26 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** Public Comment on i-30 expansion

I submitted a comment via this address (<https://connectingarkansasprogram.com/i-30-public-hearing-comment-form#.W1tjmdJKiM9>) and received an error message telling me to e-mail you directly. Here is my comment:

As a resident and worker in the River Market District, I am writing against the expansion of I-30 as currently planned, especially the expansion of Second and Third Streets.

As a young professional, I love living and working in downtown Little Rock. Seeing the positive changes in the downtown's development, since I moved here six years ago makes living here enjoyable.

I'm concerned this particular expansion plan of I-30 would do nothing but negatively impact Little Rock's development. In particular, expanding and encouraging traffic flow through Second and Third Streets will severely hurt the residences and businesses located there, which have contributed so much to the success of the River Market District.

If this plan moves forward, Little Rock looks less desirable to stay long-term when other cities are strengthening their downtown cores. Vibrant downtowns entice people to stay, and this expansion will make Little Rock unattractive to young professionals.

Sincerely,

Shannon Lausch

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Shannon M. Lausch, MLIS, CA | Multimedia Archivist  
UALR Center for Arkansas History and Culture | Collections and Archives  
407 President Clinton Ave., Suite 202, Little Rock, AR 72201  
E: [smlausch@ualr.edu](mailto:smlausch@ualr.edu) | P: 501-320-5772 | F: 501-537-9532  
University of Arkansas at Little Rock, <http://ualr.edu/>

## **Connecting Arkansas Program**

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**From:** John Hedrick <johedrick6@gmail.com>  
**Sent:** Friday, July 27, 2018 1:45 PM  
**To:** info@30crossing.com  
**Subject:** Comments on 30 Crossing Environmental Assessment following July 12, 2018, Meeting

### **30 Crossing Environmental Assessment**

#### **Comments of**

**John O. Hedrick**

**305 East 15<sup>th</sup> Street**

**Little Rock, AR 72202**

The EA defines Mobility (page 16):

"What is mobility? Mobility is the movement of people and goods. Improvements in mobility make it faster, easier and safer for people to use the roadway."

Mobility is defined as the movement of people and goods, but then transportation equity is removed by tying the definition to the roadway. Future uses of "mobility" in the EA refer to the movement of vehicles, not just people and goods—other modes are excluded. From the very beginning of the PEL process for 30 Crossing, AHTD defined mobility as the movement of vehicles.

Overspending on 30 Crossing's preferred alternative assures that all future spending goes to highways as bottlenecks in the 30 Crossing limits will be moved to I-30 to the south (shown in modeling results) and I-630. Studies show that up to \$4 billion will be needed to resolve the new bottlenecks. I-30 will need to be widened to 65<sup>th</sup> Street and I-630 will need to be widened to University. Since mobility is equated with moving vehicles, there is no transportation equity. Although the Connecting Arkansas Program sales tax expires in 2023, continuing widenings apply pressure to extend the sales tax making it more difficult to obtain sales tax funding for transit or other modes to provide equity. Meanwhile, as pointed out by Highway Commissioner Alec Farmer (Talk Business & Politics a news website that covers business, politics and culture in Arkansas, "Managing the highway system decline [Opinion by Alec Farmer \(alecfarmer@suddenlink.net\)](#) July 4, 2018"), ArDOT does not have funding to maintain existing roads, yet it continues to add lanes which add to its maintenance needs. See "Review of 30 Crossing Environmental Assessment" prepared by Norman Marshall, President Smart Mobility, Inc., and submitted with comments by others. Also, comments from Metroplan, Dale Pekar, and others in the EA point out the fallacy of limiting the study to this narrow corridor and show establishing LOS D as unsustainable.

The well vetted regional long range transportation plan, Imagine Central Arkansas, presented a balanced approach to transportation investment to provide transportation choices; and, therefore, transportation equity for all citizens. Even though AHTD became ArDOT during this process, the Imagine Central Arkansas long range plan (limiting the regional freeway system to six lanes and investing in robust regional arterial and transit systems as well as spending more on system preservation in order to achieve a balanced transportation system by 2040) was never considered in the Department's plans for 30 Crossing. Records and correspondence going back to 2013 show the ten lane plan was pushed at the expense of any other alternative. "An Interstate Runs Through It: The Construction of Little Rock's Interstate 630 and the Fight to Stop It" a 2013 thesis by Darcy Phumphrey at Utah State University (<http://works.bepress.com/darcypumphrey/1/>) stated on page 45: ". . . the AHD's EIS simply justified the I-630 project and failed to impartially consider environmental and societal implications of the interstate on the surrounding areas." A successful lawsuit led to a second EIS and ultimately to mitigation measures to lessen the road's impact.

Although 30 Crossing is the largest project ever undertaken by now ArDOT and the I-630 project mentioned above proved the importance of thorough environmental analysis, ArDOT chose to complete an EA rather than an EIS even though they frequently state they are effectively doing an EIS. There is perhaps a fatal flaw in this thinking. According to AASHTO's "Handbook Defining the Purpose and Need and the Range of Alternatives for Transportation Projects," the CEQ regulations require an EIS to rigorously explore and objectively evaluate all reasonable alternatives. "An alternative may be reasonable even if it is not desired by the project sponsor." "An alternative may be reasonable even if it requires legislative change." However, an EA only requires a brief discussion of alternatives. The PEL and EA only looked at alternatives in isolation and never considered what combination of improvements would return the most benefit and, therefore, value for \$630 million.

Correspondence from Metroplan to Garver Engineers and FHWA, with dates from June 5, 2014 to July 31, 2015, raises concerns about the PEL process. Metroplan raised many of the concerns in the PEL process that Dale Pekar points out in his comments on the EA. June 17, 2016, Scott Bennett, P.E., Director of Highways and Transportation, sent a letter to Gary Fletcher, President of the Metroplan Board of Directors, requesting an amendment to Imagine Central Arkansas to ". . . repeal the freeway widening restriction . . ." He further requested ". . . that the Board abolish the six-lane freeway restriction referenced in Imagine Central Arkansas at the June Board meeting." The June Board meeting was scheduled for June 29, 2016, a mere eight days from the date of his letter for a major change in the adopted long range plan. Bennett's letter concluded that "if the no-build alternative is selected at the conclusion of the NEPA process . . . the available funding would be dedicated elsewhere . . ." The request was discussed and subsequently changed to a request for a waiver from the Imagine Central Arkansas six-lane restriction. The waiver request came before Metroplan's Regional Planning Advisory Council on August 24, 2016. After much discussion, the RPAC voted to recommend that the Board deny the waiver. The following is excerpted from the minutes of that meeting giving the feelings of the majority of the group. Of particularly note are the comments from Rock Region Metro's representative:

#### **Excerpts from August 24, 2016 Minutes of Metroplan's**

#### **Regional Planning Advisory Council re AHTD Request for Waiver from 6 Lane Policy**

**"Dr. Hampton:** How did we get here? I've given this much thought. Many of us are strongly opposed to granting the waiver, and I would like to speak to that. Metroplan has developed an incredible process in response to the federal desire to have a more inclusive process in making decisions of this magnitude. I recognize that there was an opportunity in the time that we've been meeting for us to have some sense that this kind of request would be coming, and what it would mean. That opportunity was not taken. The feeling that I've had about this is all along is that I am insulted when people don't have a process that allows me to have voice (even when I cannot have vote). For future reference, I want the Department [AHTD] to really understand that people are not unreasonable; it was the lack of process, in creating a sense of urgency and the message that if we didn't act as the Highway Department wanted in spending federal dollars, we would be penalizing our communities. We don't like to make decisions with the "Sword of Damocles" over our heads. I think that for me, I will be able to make a good decision today, and a fair decision, because it is clear to me that my concern is that the process was violated. All that Metroplan has done to create something where so many people in the community have been brought in and engaged, has been ignored. My desire is that after we take this vote, the Department will seriously come to terms with its lack of inclusive planning and resolve to do something about that.

**MOTION** by Mr. Roda, second by Ms. Fraasier

"To recommend that the Metroplan Board of Directors deny the AHTD's request for waiver for the I-30 Crossing project."

**Mr. Roda:** This Motion is being put forth in order to clarify the first and indicate that the RPAC is opposed to the waiver.

**Ms. Green** [Rock Region METRO representative] asked that the following statement be entered into the record:

Anyone representing public transit cannot vote in support of an exemption to or repeal of the Metroplan policy on freeways and expressways, for several reasons:

Such a change creates even more disparity among transportation choices in the future than we currently have, tipping our region to invest even more heavily in cars and highways rather than in alternative modes of transportation, including transit. The 30 Crossing project would use a huge amount of limited resources, which means that if it moves forward as proposed, our region would miss out on other opportunities, like the investments outlined in the Imagine Central Arkansas plan, which has extensive public support. Maintaining a balanced approach to transportation investment - investing in multiple modes of transportation to create and maintain choices - is a fundamental aspect of Metroplan's federally mandated responsibilities. Mr. Bennett's letter to Mayor Fletcher states that AHTD prefers that Metroplan repeal the entire freeway and expressway policy, paving the way not only for this one project but any and all freeway widening projects. This action will dictate how our cities develop for decades to come. The letter alludes to Metroplan's long-term plan investment strategy goals of equality of access and transportation choice being contrary to the policy of limiting freeway and expressways to six lane widths, but these goals (equality of access and transportation choice) are consistent with the current policy. Limited freeway expansion should provide more resources for alternate modes of transportation, which are used to ensure that the young, the old, the poor and people with disabilities can have equality of access to transportation and that our citizens have true transportation choices.

Mr. Bennett's letter asserts that public transit and the factors that influence it, factors such as land use and development plans that would be heavily influenced by the 30 Crossing project, are of local concern only and not state concern. AHTD strategic plan objectives include "supporting and promoting intermodal transportation activities," and so we disagree that factors that influence the quality of public transit are not a state concern.

The AHTD letter also alludes to the lack of support for public transit investment from the voting public. I don't think coming up a little short during the first ballot initiative to fund public transit in 12 years means there is no support in our community for public transit investment. We are carrying almost 3 million rides per year - rides that are taking people to their jobs, education, health care appointments and daily activities. We enjoyed a tremendous amount of support for our public transit funding ballot initiative from several groups, including this committee, the Metroplan board of directors, area chambers of commerce and various associations - these groups and others understand the value of public transit to our local economy and understand the increasing value it has as the Boomer generation seeks communities where they can age in place and as younger generations seek communities with robust investment in alternate modes of transportation.

We need AHTD to join this group of transit champions and actively support more investment in our system. You can't sell tomorrow's dreams on today's limitations; you have to have vision. You can't presume cars will be the preferred choice of transportation 20 years from now, you can't presume no one wants to invest in public transit just because we central Arkansans are essentially forced to drive cars today in our unbalanced car culture infrastructure, and you can't presume Rock Region METRO won't be successful in gaining more funding, and therefore, greatly increase its appeal through the improvements in service that more investment brings. With the proper investment in public transit, we'll garner even more support for our plans to improve transit service. And, here's something we can predict: We know we will get more support, because we hear from riders, from school administrators, from elected officials, from major employers and from nonprofits every day regarding the need for more investment in our public transit system.

Finally, I would like to like to remind everyone that our community has a regional transportation vision, as set forth in the *Imagine Central Arkansas* plan, which was put together by and for our community and backed by this committee. An exemption to or repeal of Metroplan's policies on freeways and expressways does not support the *Imagine Central Arkansas* plan. I appreciate AHTD has completed a tremendous amount of work to vet their vision for 30 Crossing, and at the same time, it's clear a significant portion of the public has legitimate concerns with the existing 30 Crossing proposals. I'm confident we can work together to reach a solution that works best for all concerned.

**MOTION PASSED** with 20 votes in favor, three votes opposed and one abstention"

The Metroplan Board subsequently voted to grant the waiver with only Rock Region METRO voting against the waiver. Along with comments submitted by many others, the above comments illustrate bias in the environmental process and the need for an EIS.

From Transportation Research Board Record 2320:

Fundamental Principles of Environmental Justice (EJ) in Transportation

Specifically, FHWA and FTA define EJ as having three Fundamental principles related to burdens, process, and benefits:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations (burdens):
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process (process):
3. To prevent the denial of, reduction in, or significant delay of the benefits by minority and low-income populations (benefits).

The EA says adverse impacts effect EJ and non-EJ populations equally, but the EA did not perform an in depth EJ analysis. The preferred alternative creates a great divide between the downtown core to the west and neighborhoods and businesses to the east. According to the Quapaw Quarter Association's I-30 Report, 25% of the households in the area impacted by 30 Crossing do not own cars.

#### **From Quapaw Quarter Association's I-30 Report:**

"Poverty and Transportation Equity Immediately south of the Rivermarket District is an extremely poor area of Little Rock (Fig. 5). Poverty in this neighborhood creates challenges for resiliency to the changes resulting from the I-30 expansion. Notably, over 25% of these households do not own cars (Fig. 6). All of this area is considered transit-accessible if allowing a ¾ mile buffer from all transit routes (Fig. 2 and Imagine Central Arkansas Fig. 4-20). Of course that ¾ mile between a bus route and a home is traveled on foot or by bike. Safety impacts caused by I-30 expansion induced increases in traffic volumes must be mitigated by increased investment in bicycle and pedestrian infrastructure. Anything less will result in the I-30 expansion project decreasing transportation equity in Little Rock. Figure 5. The majority of the I-30 corridor between the Arkansas River and I-630 (yellow highlight) is extremely poor. Imagine Central Arkansas Figure 4-15. Figure 6. Over 25% of the households in the majority of the I-30 corridor between the Arkansas River and I-630 (yellow highlight) have no vehicles. Imagine Central Arkansas Figure 4-21."

There are job and educational opportunities to the east and educational and job opportunities to west just as there are EJ populations on the east and the west needing access to those opportunities. The bare-bones hardscape overpasses planned present a hostile environment for pedestrians and bicycle users effectively forcing one to use a vehicle to feel safe crossing the great divide to reach job and educational opportunities, retail, medical, and other daily service needs. Without a vehicle, one must cross the great divide on a narrow sidewalk, one side looking down on expanded lanes of speeding traffic with its accompanying noise and fumes, while traffic passes by on the overpass next to the sidewalk. Envision the frightening experience for a disabled person on an overpass without a vehicle! I would not feel comfortable walking across the Sixth or Ninth Street overpasses, but I can take my car, pickup, or one of my motorcycles to feel much more comfortable than I would walking. EJ populations without a vehicle do not have that choice; and, therefore, there is a disparate adverse impact on EJ populations caused by 30 Crossing as planned. EJ populations' mobility and access is disparately limited.

Sixty-four percent of the funding for 30 Crossing comes from the CAP sales tax, not user fees such as fuels tax or tolls. Sales tax is a regressive tax that places its burden disproportionately on EJ populations. The very populations disproportionately adversely impacted must pay a disproportionate share of the cost of 30 Crossing that ultimately subsidizes sprawl and single occupancy vehicle travel from which EJ populations receive no benefit.

While there is transit service, transit service is very limited. Weekday bus routes operate roughly 5:30 am to 8:30 pm, weekend hours are more limited and some routes do not operate on Sundays. The lack of bus service severely limits job opportunities for EJ populations. With highways now taking general revenue funds and with no political will to raise user fees to fund highways, it is likely that the CAP sales tax expiring in 2023 will need to be extended. Overbuilding 30 Crossing to eliminate congestion will only move the choke points to other locations forcing continued freeway widenings that will require ever increasing funding.

At the very least, ArDOT should provide overpasses with not only bike lanes and sidewalks for pedestrians, but also additional width with green space and plantings accommodating the pedestrian and bicycle paths to make the overpasses inviting so that pedestrians and bicyclists will feel comfortable using them. As Nelson\Nygaard pointed out in its “30 Crossing Strategies” white paper to the City of Little Rock, “. . . cost of widened bridges should be borne by AHTD as a mitigation obligation to secure a FONSI.” The enhanced bridges with bike lanes, pedestrian walks, and green space have the additional benefit of visually uniting the east and west sides of 30 Crossing and can undo some of the damage done by the interstate's dividing our city. Overpasses with green space will visually unite neighborhoods to the east and to the west as well as provide an inviting and comfortable route for pedestrians, bicyclists, and even motor vehicles. This point was made in the “Team Report Summaries” of the PEL process (epage 1025/3992):

"I-30 disrupted communities. Need to recognize communities that have been neglected, weave back east to west. Knit back community."

The Department acknowledged that enhanced overpasses could be provided but they would need to be funded with funds from other sources. An in depth Environmental Justice analysis would show that enhanced overpasses should be included in the project as a mitigation obligation.

With numerous schools in the study corridor including schools with EJ populations adjacent to the right-of-way, more detailed air quality analysis should be performed.

A complete and impartial EIS must be required for this project.

- MPO's long range plan, Imagine Central Arkansas, ignored
- Alternatives looked at in isolation
- Never considered what combination of improvements would return the most benefit for \$630 million
- Favoritism to preferred alternative shown throughout the NEPA process
- Attitude of fall into line or dollars would be spent elsewhere
- EA says adverse impacts and benefits effect EJ and non-EJ populations equally. Since 25% of project area population does not own a vehicle, that premise cannot be supported.
- 30 Crossing funded 64% by sales tax puts funding disproportionately on EJ populations—particularly those without a vehicle with no direct benefit
- Subsidy of sprawl and single occupancy vehicle travel at expense of those without a vehicle
- Detailed air quality analysis needed, particularly by schools with EJ populations adjacent to the right-of-way
- No funds for maintenance

An EIS is needed.

John O. Hedrick  
305 East 15th Street  
Little Rock, AR 72202  
501-744-4537

## Connecting Arkansas Program

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**From:** Rachel Patton <rpatton@preservearkansas.org>  
**Sent:** Friday, July 27, 2018 1:51 PM  
**To:** info@30crossing.com  
**Cc:** Hetzel, Jon, D  
**Subject:** Preserve Arkansas Comments on 30 Crossing EA  
**Attachments:** Preserve AR Comments on 30 Crossing EA 07272018.pdf

Hello,

Please see the attached document for Preserve Arkansas's comments on the 30 Crossing Environmental Assessment.

Thank you,  
Rachel Patton

--

**Rachel Patton | Executive Director**

### **Preserve Arkansas**

Office: 201 W. Fourth Street | North Little Rock, AR 72114

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July 27, 2018

TO: Arkansas Department of Transportation

FROM: Preserve Arkansas

RE: Comments on the 30 Crossing Environmental Assessment

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Founded in 1981, Preserve Arkansas is the only statewide nonprofit advocate for the preservation of Arkansas's historic and cultural resources. Preserve Arkansas urges the Arkansas Department of Transportation (ArDOT) to complete an Environmental Impact Statement (EIS) that would evaluate the 30 Crossing project within the larger context of interstate construction in Little Rock and North Little Rock historically and in the foreseeable future, considering the socioeconomic impacts on populations cut off from the city center by interstate highways as well as an associated reduction in property values and devaluation of historic resources.

The 30 Crossing project—if constructed as planned—will eventually require the continued widening of I-630 from University Avenue to I-30, impacting a much larger area. Historic neighborhoods and resources in close proximity to the I-30/I-630 interchange, such as Mount Holly Cemetery, the South Main Historic District (SoMa), and the Governor's Mansion Historic District, as well as additional resources along the I-630 corridor like Philander Smith College, the Central High School Neighborhood Historic District, and the Capitol View/Stift Station Neighborhood, should be evaluated as part of an EIS.

According to the Environmental Assessment (EA), the goal/purpose of the 30 Crossing project is “to provide for increased travel speed and reduced travel time to downtown North Little Rock and Little Rock” (pg. 22), presumably for the residents of other central Arkansas cities who commute to Little Rock/North Little Rock for work as well as “through traffic.” This goal does not consider current scholarship on the worldwide trend toward urbanization or Census data showing population growth in Arkansas's urban areas, as the state's rural communities shrink. City planners and historic preservationists recognize that downtown freeways ruin the development potential of central city neighborhoods and create “dead zones” that divide downtown areas. Cities like Philadelphia and Dallas recognize that the expressway building boom of the 1960s and '70s sliced urban neighborhoods apart, and they have sought alternative ways to reunite and boost their downtowns and to improve downtrodden neighborhoods, like “highway cap parks.” In her Master's Thesis, “An Interstate Runs Through It: The Construction of Little Rock's Interstate 630 and the Fight to Stop It,” Darcy Baskin Pumphrey illustrates how the construction of I-630 divided Little Rock neighborhoods along racial and socioeconomic lines. The indirect impacts of interstate construction are still felt today in communities south of I-630 and east of I-30 on both sides of the Arkansas River.

The EA does not adequately consider the impact of increased traffic volume on east-west city streets throughout the project area. According to EA, pg. 43, lines 1-5 and Appendix F: Table 2, the preferred Split Diamond Interchange (SDI) alternative will significantly increase traffic on 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Cumberland, and Mahlon Martin streets. An in-depth analysis of the impacts to properties along these streets is warranted; especially considering that northbound traffic on I-30 will exit on 9<sup>th</sup> or 6<sup>th</sup> Street to avoid bottlenecks farther north, therefore increasing traffic through the heart of the MacArthur Park Historic District and directly in front of the Arsenal Building, a National Historic Landmark. An increase in traffic volume on these city streets will negatively impact the quiet, primarily residential setting and feeling of Little Rock's oldest neighborhood. It could also lead to increased commercialization and a decrease in property values. And although the EA quickly dismisses any negative impacts to Historic Arkansas Museum as a result of increased traffic on 2<sup>nd</sup> and 3<sup>rd</sup> streets, routing more traffic past some of Little Rock's earliest standing structures could adversely affect their historic integrity and hinder access to the museum.

Furthermore, the EA does not address the impact of the 30 Crossing project on the Metro Streetcar system, which runs along 2<sup>nd</sup> and 3<sup>rd</sup> streets in the project area, and will have to be relocated to accommodate an increase in traffic volume. And increased traffic on 4<sup>th</sup> Street could cause exit and entry problems at the River City Travel Center and U.S. Post Office, endangering motorists and pedestrians.

The SDI alternative at the Highway 10/Cantrell Road interchange will result in the loss of three surface parking lots and 47 on-street parking spaces along E. 2<sup>nd</sup>, Ferry, and E. 4<sup>th</sup> streets. There is already a perceived lack of parking in downtown Little Rock, and the elimination of these parking spaces will negatively impact businesses. According to Appendix A, pg. 6, lines 32-33, "business owners would need to consider the parking options for their customers and employees." The indirect effects of the reduction in parking are not adequately addressed, as no alternate solutions are offered in the report. Another concern for preservationists is the potential for demolition of historic structures to create additional surface parking lots.

The EA fails to consider impacts to the Argenta Historic District in North Little Rock, which is near the Area of Potential Effect (APE) and is mentioned as an area of development/redevelopment in Appendix A: Indirect Effects Technical Report. Especially during the construction phase of the 30 Crossing project and replacement of the Arkansas River Bridge, southbound traffic on I-30 will likely come through the Argenta Historic District along Main, Maple, and 7<sup>th</sup>/Bishop Lindsey/Broadway to avoid delays, thereby increasing traffic volume and noise in the historic district, which is half commercial and half residential. Danger to pedestrians could also occur as a result of the increased traffic volume in this highly walkable neighborhood.

The EA repeatedly asserts that the 30 Crossing project will have no significant impact on historic properties now or in the foreseeable future because of existing protections provided by local ordinance districts in Little Rock and North Little Rock. The Little Rock Historic District Commission only has purview over the MacArthur Park Historic District. No local ordinance

protections exist for Hanger Hill, Marshall Square, Tuf Nut, or any individually listed properties within the current APE that are located outside of the MacArthur Park Historic District boundary. And the North Little Rock Historic District Commission only has purview over the Argenta Historic District, which is not even included in the current APE. Outside of the local ordinance district boundary, there are no protections that would prevent the demolition of existing historic fabric in any of the aforementioned neighborhoods. Furthermore, citywide historic preservation plans and design overlay districts are important but do not have “teeth” like a local ordinance district, meaning they offer recommendations and guidelines but do not prevent demolition or the alteration of character-defining features on historic buildings.

Throughout the EA and appendices, ArDOT cites the potential for “increased east-west connectivity,” including the creation of green/park space under the Highway 10/Cantrell Road interchange and bicycle and pedestrian improvements as the “positive” to outweigh any negative impacts on adjacent neighborhoods, but these improvements are not part of the project budget. Improvements to city streets and green spaces/parks will be funded by the cities of Little Rock and North Little Rock, respectively, and may take years to complete. In other words, ArDOT cannot take credit for “new connectivity” because it is not part of the proposed project and should not be used as a way to placate residents.

The majority of residences along the 30 Crossing project right-of-way are in low-income and greater than 50% minority census tracts. These populations are already disproportionately impacted by interstate noise, loss of aesthetic value, and separation from the broader community. The environmental justice aspect of this project should be investigated further and addressed in the Cumulative Effects Technical Report and ultimately, in an EIS.

Little Rock has a rich buried past as evidenced by urban archeology done on the grounds of Historic Arkansas Museum and the fact that the construction of downtown parking lots and basements have uncovered important information about the city’s early history. There is ample evidence showing that the existence of concrete does not mean there are not archeological sites buried beneath it. Since historic artifacts are often similar to modern ones, urban archeology requires a careful analysis of historic documents and maps along with archeological field methods. In Appendix G: A Phase I Cultural Resources Survey for AHTD Job Number CA0602, the archeological survey revisited one site, 3PU415, and identified six new ones, 3PU969, 3PU970, 3PU971, 3PU972, 3PU974, and 3PU975. None of the sites were recommended eligible for the National Register of Historic Places (NRHP). This raises a number of concerns about research methods and documentation of historic properties. It is questionable that archeologists could dig 5,004 shovel tests and 80 auger tests along the interstate and have so many negative shovel tests, as anyone who digs near a road or house knows it is impossible not to uncover glass, nails, or other cultural deposits. In addition, in Segment 2, Area A, near Second Street, it is unclear where Transect B was excavated since it is marked in green like the Area of Potential Effect boundary. This is important, as this location with its proximity to the Arkansas River could contain archeological evidence associated with the Indian Removals of the 1830s, Little Rock’s historic ferry, foundries, and other historic sites.

Because early settlement was concentrated near the Arkansas River, the areas around the Arkansas River Bridge should be more carefully investigated. Bridge demolition and construction, as well as the use of heavy equipment in nearby construction staging areas, could damage or destroy archeological sites associated with the Trail of Tears, early 19<sup>th</sup> century ferry sites, and Little Rock's early industrial development. I-30 was built over an area that was home to cotton mills, stave and cooperage companies, planing mills, and other industries in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The interstate also covered city streets that likely had brick pavers and street railways preserved under concrete. Impacts to these historic archeological sites should be more carefully considered.

The Cultural Resources Report does not mention the potential to unearth archeological evidence from St. Johns College, which was located east of Mac Arthur Park in the current path of I-30 at about 10<sup>th</sup> Street. St. Johns College was the first institution of higher learning chartered in Arkansas (1850) and served as a hospital during the Civil War. Although the main building burned in 1890, the former college grounds could contain significant archeological resources.

The addendum to Appendix G discusses the Odd Fellows Cemetery at the foot of Park Hill in North Little Rock but fails to mention the African American Military Heights neighborhood that once occupied that site. Although burials from the Odd Fellows Cemetery were relocated in preparation for the construction of I-40, the potential to discover unmarked graves from the cemetery still exists and should be noted.

All of the archeological sites documented in the Cultural Resources Appendix "lack historic context," making them ineligible for the NRHP. Preserve Arkansas contends that more research should be done to place these sites in context. Preserve Arkansas is also not aware of a Sanborn Fire Insurance Map from 1921, which is cited throughout the report, and recommends that the following maps, as well as historical property records, be consulted:

- 1864, "Little Rock and Vicinity," submitted by Brigadier General Quincy A. Gillmore, Division of Western Mississippi
- 1886 Sanborn Fire Insurance Map
- 1887 *Perspective map of the city of Little Rock, Ark., State capital of Arkansas, county seat of Pulaski County.*
- 1889 Sanborn Fire Insurance Map
- 1892 Sanborn Fire Insurance Map
- 1897 Sanborn Fire Insurance Map
- 1913 Sanborn Fire Insurance Map
- 1939 Sanborn Fire Insurance Map
- 1950 Sanborn Fire Insurance Map

Specific examples from the survey where more research is clearly warranted are below:

In Segment 1, Area G, the archeologists identified two brick and mortar wells (3PU969 and 3PU970). They cite examination of the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock. Earlier Sanborn Fire Insurance maps should be consulted prior to making decisions on the sites' eligibility for the National Register of Historic Places.

In Segment 2, Area I, two sites were identified (3PU973 and 3PU974). At 3PU973, a ceramic sherd possibly identified as Blue Transfer Print was recovered (Table 4). There were no photos or discussion in the report, but Blue Transfer Print was produced from 1828 to the present. These dishes could have been handed down over generations, but the site could also date to an earlier time period. The report cites only the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock.

In Segment 3, Area B, site 3PU971 was identified with nine positive shovel tests. The report indicates that archeologists recovered "bricks and brick fragments, decorated and undecorated whiteware, stoneware, container glass, window glass, wire nails, and fragments of mortar." The report discusses the bricks and the stoneware, but omits the Blue Transfer Print or hand-painted ceramics and the amethyst, or solarized, glass (Table 2). Blue Transfer Print whiteware ceramics were produced from 1828 to the present, and amethyst glass dates between 1870 and 1920. The site could, therefore, date to an earlier time period, but again, the archeologists only cite the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock.

Site 3PU909, Civil War barracks, is located east of the current I-30 interchange between Second and Markham streets. This site, which was identified on the 1864 map, "Little Rock and Vicinity," submitted by Brigadier General Quincy A. Gillmore, Division of Western Mississippi, was not discussed in the report, despite its proximity to the Area of Potential Effect.

The Cultural Resources Report does not identify staging areas for the widening construction. Staging areas should be identified to ensure that historic properties are not adversely affected by the construction. In the survey report, the archeologists recommend monitoring during construction for the area near 3PU762, the 3rd Street and 12 Sherman Street 1906 Railroad Feature, and 3PU707, the brick pavement. Preserve Arkansas recommends additional historical research for the sites identified in the survey, additional archeological research in staging areas, and that an archeological monitor be present for all ground disturbances during construction.

In Appendix R: Cumulative Effects Technical Report, pg. 8, lines 4-6, ArDOT argues that the trend of people moving to nearby towns like Maumelle, Sherwood, and Jacksonville and commuting to jobs in the city center will continue, thus increasing traffic congestion, but millennials are choosing to live in urban areas close to their place of employment. And our modes of travel will most certainly change by 2041, the design year for the project. ArDOT is

missing an opportunity to find a creative solution to alleviate congestion while benefiting residents and businesses in the city center.

These comments are respectfully submitted on behalf of the board of directors and membership of Preserve Arkansas by Rachel Patton, executive director.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 1:51 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Lynn Christie

**Email:** christie-j@att.net

**Address:** 331 Chatles St, Little Rock  
72205

**Telephone:** 501-664-0388

**Message:**

I am against the current design regarding the Widening of I-30 through Downtown LR and NLR. The money is not there, nor will this plan enhance those sections of these cities. Downtown Little Rock is just coming into its own and doesn't need to be destroyed buy unnecessary widening of the lanes. The environmental impact will cause pollution affecting individuals who live near the interstate. Increased pulmonary health issues due to exhaust and increased noise will cause auditory problems, all interfering with the quality of life. You have received multiple reports that offer better solutions that will not destroy communities like I-630 did. I do not want my money used to increase harm to those living in LR or NLR or destroy neighborhoods. I am against the current plan for this project.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 1:56 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** William McFadden

**Email:** jeeper360@yahoo.com

**Address:** 205 Glendale St, Hot Springs, AR 71901

**Telephone:** 501-472-0886

**Message:**

One downgrade of service I see in this design is 13th Street east of I-30 no longer has convenient access to I-40 west or 107 North. In fact, there is no access to I-40 west or 107 North anywhere north of Broadway Street. It seems another flyover ramp from Locust Street north of 19th street to the I-40 west/107 north ramps would solve that problem for northbound. This might also help with traffic leaving Verizon events. Instead of that traffic having to come all the way back down to Broadway, they could use Bishop Lindsey to go north on Locust.

## Connecting Arkansas Program

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**From:** Jodi A. Barnes <jabarnes@uark.edu>  
**Sent:** Friday, July 27, 2018 2:00 PM  
**To:** info@30crossing.com  
**Cc:** jdhetzel@garverusa.com  
**Subject:** Comments on I-30 Crossing  
**Attachments:** Barnes-I-30-EA-Comments.pdf

Good afternoon,

I have attached comments on the I-30 Environmental Assessment. Please let me know if you have any questions.

Thanks,

Jodi

--

Jodi A. Barnes, Ph.D.  
Associate Research Professor and Station Archeologist  
Arkansas Archeological Survey  
University of Arkansas at Monticello  
[jabarnes@uark.edu](mailto:jabarnes@uark.edu)  
870-460-1290



# ARKANSAS ARCHEOLOGICAL SURVEY

Coordinating Office, 2475 N. Hatch Ave., Fayetteville, AR 72704, Phone: (479) 575-3556, Fax: (479) 575-5453

*From the Desk of –*

Dr. Jodi A. Barnes

University of Arkansas at Monticello Research Station

Box 3087

Monticello, AR 71656 | 870-460-1290 | jabarnes@uark.edu

July 27, 2018

TO: Arkansas Department of Transportation

FROM: Dr. Jodi A. Barnes, Arkansas Archeological Survey

RE: Comments on the 30 Crossing Environmental Assessment

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The Arkansas Archeological Survey (ARAS) is a unit of the University of Arkansas system. The ARAS has no regulatory authority to comment on and make recommendations concerning Environmental Impact Statements and Section 106 proceedings, but we are subject matter experts and the record-keepers for information on Arkansas archeology. As a historical archeologist familiar with the archeology and history of the Little Rock area to be impacted by the 30 Crossing project, I urge the Arkansas Department of Transportation (ArDOT) to complete an Environmental Impact Statement (EIS) that would evaluate the 30 Crossing project within the larger context of interstate construction in Little Rock and North Little Rock historically and in the foreseeable future. This EIS should consider the effects to buried archeological sites and historic resources, the socioeconomic impacts on populations cut off from the city center by interstate highways, and an associated reduction in property values and devaluation of historic resources.

The 30 Crossing project—if constructed as planned—will eventually require the continued widening of I-630 from University Avenue to I-30, impacting a much larger area. Historic neighborhoods and resources in close proximity to the I-30/I-630 interchange, such as Mount Holly Cemetery, the South Main Historic District (SoMa), and the Governor's Mansion Historic District, as well as additional resources along the I-630 corridor like Philander Smith College, the Central High School Neighborhood Historic District, and the Capitol View/Stift Station Neighborhood, should be evaluated as part of an EIS.

The stated goal of the 30 Crossing project—"to provide for increased travel speed and reduced travel time to downtown North Little Rock and Little Rock" (Environmental Assessment, pg. 22)—presumably for the residents of other central Arkansas cities who commute to Little Rock/North Little Rock for work as well as "through traffic"—does not consider current scholarship on the worldwide trend toward urbanization or Census data

**Research Stations:** Arkansas State University, City of Blytheville, Henderson State University, Parkin Archeological State Park, Southern Arkansas University, Toltec Mounds State Park, University of Arkansas-Fayetteville, University of Arkansas-Fort Smith, University of Arkansas-Monticello, University of Arkansas-Pine Bluff, Winthrop Rockefeller Institute

The Arkansas Archeological Survey is a unit of the University of Arkansas System.  
The University of Arkansas is an equal opportunity/affirmative action institution.

showing population growth in Arkansas's urban areas, as the state's rural communities shrink. City planners and historic preservationists recognize that downtown freeways ruin the development potential of central city neighborhoods and create "dead zones" that divide downtown areas. Cities like Philadelphia and Dallas recognize that the expressway building boom of the 1960s and '70s sliced urban neighborhoods apart, and they have sought alternative ways to reunite and boost their downtowns and to improve downtrodden neighborhoods, like "highway cap parks." In her Master's Thesis, "An Interstate Runs Through It: The Construction of Little Rock's Interstate 630 and the Fight to Stop It," Darcy Baskin Pumphrey illustrates how the construction of I-630 divided Little Rock neighborhoods along racial and socioeconomic lines. The indirect impacts of interstate construction are still felt today in communities south of I-630 and east of I-30 on both sides of the Arkansas River.

The majority of residences along the 30 Crossing project right-of-way are in low-income and greater than 50% minority census tracts. These populations are already disproportionately impacted by interstate noise, loss of aesthetic value, and separation from the broader community. The environmental justice aspect of this project should be investigated further and addressed in the Cumulative Effects Technical Report and ultimately, in an EIS.

Little Rock has a rich buried past as evidenced by urban archeology done on the grounds of Historic Arkansas Museum and the fact that the construction of downtown parking lots and basements have uncovered important information about the city's early history. There is ample evidence showing that the existence of concrete does not mean there are not archeological sites buried beneath it. Since historic artifacts are often similar to modern ones, urban archeology requires a careful analysis of historic documents and maps along with archeological field methods. In Appendix G: A Phase I Cultural Resources Survey for AHTD Job Number CA0602, the archeological survey revisited one site, 3PU415, and identified six new ones, 3PU969, 3PU970, 3PU971, 3PU972, 3PU974, and 3PU975. None of the sites were recommended eligible for the National Register of Historic Places (NRHP). This raises a number of concerns about research methods and documentation of historic properties. It is questionable that archeologists could dig 5,004 shovel tests and 80 auger tests along the interstate and have so many negative shovel tests, as anyone who digs near a road or house knows it is impossible not to uncover glass, nails, or other cultural deposits. In addition, in Segment 2, Area A, near Second Street, it is unclear where Transect B was excavated since it is marked in green like the Area of Potential Effect boundary. This is important, as this location with its proximity to the Arkansas River could contain archeological evidence associated with the Indian Removals of the 1830s, Little Rock's historic ferry, foundries, and other historic sites.

Because early settlement was concentrated near the Arkansas River, the areas around the Arkansas River Bridge should be more carefully investigated. Bridge demolition and construction, as well as the use of heavy equipment in nearby construction staging areas, could damage or destroy archeological sites associated with the Trail of Tears, the French/Quapaw residents of the Little Rock area, early 19<sup>th</sup> century ferry sites, and Little Rock's early industrial development. I-30 was built over an area that was within the last Quapaw reservation as well as the home to cotton mills, stave and cooperage companies, planing mills, and other industries in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The interstate also covered city streets that likely had brick pavers and street railways preserved under concrete. Impacts to these historic archeological sites should be more carefully considered.

The Cultural Resources Report does not mention the potential to unearth archeological evidence from St. Johns College, which was located east of Mac Arthur Park in the current path of I-30 at about 10<sup>th</sup> Street. St. Johns College was the first institution of higher learning chartered in Arkansas (1850) and served as a hospital during the Civil War. Although the main building burned in 1890, the former college grounds could contain significant archeological resources.

The addendum to Appendix G discusses the Odd Fellows Cemetery at the foot of Park Hill in North Little Rock but fails to mention the African American Military Heights neighborhood that once occupied that site. Although burials from the Odd Fellows Cemetery were relocated in preparation for the construction of I-40, the potential to discover unmarked graves from the cemetery still exists and should be noted.

All of the archeological sites documented in the Cultural Resources Appendix "lack historic context," making them ineligible for the NRHP. More research should be done to place these sites in context. I am not aware of a Sanborn Fire Insurance Map from 1921, which is cited throughout the report. The following maps, as well as historical property records, should be consulted:

- 1864, "Little Rock and Vicinity," submitted by Brigadier General Quincy A. Gillmore, Division of Western Mississippi
- 1886 Sanborn Fire Insurance Map
- 1887 *Perspective map of the city of Little Rock, Ark., State capital of Arkansas, county seat of Pulaski County.*
- 1889 Sanborn Fire Insurance Map
- 1892 Sanborn Fire Insurance Map
- 1897 Sanborn Fire Insurance Map
- 1913 Sanborn Fire Insurance Map
- 1939 Sanborn Fire Insurance Map
- 1950 Sanborn Fire Insurance Map

Specific examples from the survey where more research is clearly warranted are below:

In Segment 1, Area G, the archeologists identified two brick and mortar wells (3PU969 and 3PU970). They cite examination of the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock. Earlier Sanborn Fire Insurance maps should be consulted prior to making decisions on the sites' eligibility for the National Register of Historic Places.

In Segment 2, Area I, two sites were identified (3PU973 and 3PU974). At 3PU973, a ceramic sherd possibly identified as Blue Transfer Print was recovered (Table 4). There were no photos or discussion in the report, but Blue Transfer Print was produced from 1828 to the present. These dishes could have been handed down over generations, but the site could also date to an earlier time period. The report cites only the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock.

In Segment 3, Area B, site 3PU971 was identified with nine positive shovel tests. The report indicates that archeologists recovered "bricks and brick fragments, decorated and undecorated whiteware, stoneware, container glass, window glass, wire nails, and fragments of mortar." The report discusses the bricks and the stoneware, but omits the Blue Transfer Print or hand-painted ceramics and the amethyst, or solarized, glass (Table 2). Blue Transfer Print whiteware ceramics were produced from 1828 to the present, and amethyst glass dates between 1870 and 1920. The site could, therefore, date to an earlier time period, but again, the archeologists only cite the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock.

Site 3PU909, Civil War barracks, is located east of the current I-30 interchange between Second and Markham streets. This site, which was identified on the 1864 map, "Little Rock and Vicinity," submitted by Brigadier General Quincy A. Gillmore, Division of Western Mississippi, was not discussed in the report, despite its proximity to the Area of Potential Effect.

Site 3PU0144 is a historic domestic site with an extant well or cistern. The site, which was recorded in 1979, appears to be located in the Area of Potential affect and its eligibility for the NRHP has not been accessed.

The Cultural Resources Report does not identify staging areas for the widening construction. Staging areas should be identified to ensure that historic properties are not adversely affected by the construction. In the survey report, the archeologists recommend monitoring during construction for the area near 3PU762, the 3rd Street and 12 Sherman Street 1906 Railroad Feature, and 3PU707, the brick pavement. Additional historical research is needed for the sites identified in the survey, additional archeological research in

staging areas, and that an archeological monitor be present for all ground disturbances during construction.

In Appendix R: Cumulative Effects Technical Report, pg. 8, lines 4-6, ArDOT argues that the trend of people moving to nearby towns like Maumelle, Sherwood, and Jacksonville and commuting to jobs in the city center will continue, thus increasing traffic congestion, but millennials are choosing to live in urban areas close to their place of employment. And our modes of travel will most certainly change by 2041, the design year for the project. ArDOT is missing an opportunity to find a creative solution to alleviate congestion while benefiting residents and businesses in the city center.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 2:14 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jeff Yates

**Email:** J1Yates@swbell.net

**Address:** 66 El Dorado Drive  
Little Rock, AR 72212

**Telephone:** 501.228.7333

**Message:**

I am not in favor of sprawl. I personally cringe at the idea of commuting 30 minutes, 45 minutes, or more to go back and forth to work daily. HOWEVER, Little Rock failed for decades to attract working-class families and many of those families have instead chosen to live outside of Little Rock, outside of Pulaski County even.

I understand that the Arkansas Department of Transportation serves all Arkansans, not just Little Rock, and not just some people in Little Rock. The way government works, the solution should be one that helps the majority of constituents, not the minority.

As I understand it, the Interstate Highway System was established, exactly as the name suggests, to promote transportation between states. The fact that it became used by commuters is as much a failure by local communities, regions, and states as any other reason.

Given all the above, I find it completely logical to support the proposed 30 Crossing design that allows for the local traffic to be served by some lanes while providing other lanes for the through traffic. I ask that ArDOT proceed carefully yet with deliberate speed to complete this project.

Those that oppose this plan might better serve the community by focusing their efforts on creating environments that encourage more urban living and greater use of transportation other than the private automobile. Perhaps if they do such things, by the time the new bridge is obsolete maybe the next replacement can be an even smaller cross section.

(And, PLEASE DO NOT give the land to the City of Little Rock to in turn give away for private profit. The City of Little Rock has, sadly, proven to be a bastion of crony capitalism for decades.)

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 2:16 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Paul Dodds / Urban Frontier LLC  
**Email:** paul@dodds.us  
**Address:** 2119 W. 17th St. Little Rock, AR 72202  
**Telephone:** 5017914135

**Message:**

Dear CAP,

I am the sole owner of Urban Frontier LLC. I currently have 22 houses and 9 vacant lots in a concentrated area in the Little Rock Central High School National Historic District north of Wright Avenue, with some outliers on 10th St. Over the past 14 years, I have renovated 14 houses and invested over \$2,000,000 here. I am submitting these comments from the point of view of a worried homeowner and investor with a large stake in this historic district.

I know best the area bounded by I-630 on the north, Roosevelt on the south, MLK on the east and the railroad tracks on the west. Other than two homes, there has been NO construction of non-subsidized housing in this area for at least 50 years since I-630 was built, while scores of historic properties have been demolished and many more are at risk. Several years ago, Preserve Arkansas put the entire historic district on its annual "most endangered" list. This reality and its highway-driven causes cannot be ignored.

I thus urge the Highway Department to conduct an honest and full Environmental Impact Statement that adequately reflects the cumulative, direct and indirect impacts on the inner city south of I-630 and east of I-30 of the interrelated projects of the I-30 Crossing expansion, the I-630 expansion and the expansion of the Cantrell/430 interchange. An EA on one part of the Department's plans is not enough. The EIS must be grounded in the historical role of current Government owned and operated interstates in fostering disinvestment, value loss, loss of local tax revenue and residential segregation on the "wrong" side of these self-created class and ethnic dividing lines. The interstates have clearly robbed the vibrancy of downtown to enable suburban and exurban expansion. If more highways are "needed" to continue this wasteful trend, they should be funded with peak period user fees, not by using State power to force their burden on those left behind with regressive sales taxes.

Many houses that I own were unsafe and vacant when I bought them, a few still are; 10 were crack houses; most are contributing structures to the historic district and were redone using Federal and State tax credits. They had been thrown away as the metro region grew into an amorphous blob, around the donut hole of our still depopulated, divided and undervalued inner city. Tax credits are

essential to my business, and the historic district could lose its status if many more contributing structures are lost. This remains a fragile area. Interstates almost killed the neighborhood. Their expansion puts the revival at risk.

There are now over 40 people living well in my once dying historic homes. My tenants have to be tolerant of vacant properties all around, tolerant of the occasional panhandler and understanding that poorer people can be excellent neighbors. The intolerant quickly self select out. I receive countless calls from prospective tenants who hang up when they realize my homes are all south of I-630. For far too many frightened white people in Little Rock, this area remains a no-go zone. I moved here in 2003 from afar, to my own surprise and continued delight in this community. I did not know to fear moving south of I-630, and remain unafraid of it. My real fear is what ineffective City government, weak regional planning and an overly effective Highway Department will do to further undermine the inner city.

I do not share the intense desire of so many Arkansans to segregate into sanitized enclaves of racial and class homogeneity. I do not understand what lures people to drive too far, to consume too much house, to live in contrived places where neighbors never walk and rarely talk with each other. I understand even less why I should subsidize these expensive, environmentally and socially dubious lifestyle choices with my taxes, or put my property values at risk, yet again, to make it cheaper for others to leave the city faster.

I do not want to have my private property values taken and the viability of my local government undermined, yet again, by highway expansion plans that will gut my older neighborhood, to benefit new development. If others so urgently want to live far from the city, let them pay for their own roads with user fees. Please do not add to my injury by making me pay – and do not pretend that the past highway-caused injuries do not exist, and the risk of new injuries are not real, by simply refusing to consider them in a serious EIS.

I remain stunned at our local elite's endless desire to push the infrastructure of segregation onto the backs of long-suffering African Americans. Despite some progress since 1957, the forces driving us apart remain too much in charge. Our business class seems firmly hooked on profiting from taxpayer funding of expanded white flight. Too many of our City Directors and urban institutions have myopically caved, refusing to defend downtown from being squashed, again, by highway boondoggles designed to continue to destroy Little Rock's tax base to benefit the exurbs. The Chamber of Commerce's heavy pressure to get and spend this money, however unwisely, seems all but impossible to resist. I find it indefensible, especially given the history – largely ignored in the EA and planning, as if there were none.

I may be the biggest investor around here, but my slow and hopeful cottage industry can seem pitifully naïve, facing the well-funded Goliath of sprawl. I wish there were more fools like me, and constantly try to recruit others. It is a hard sell. These highway expansions will make it no easier. The small amounts spent to bring us together in a vibrant, mixed urban core are dwarfed by these

grotesque highway plans, designed and needed only to spread us farther apart.

I own two houses outside the historic district, which will be directly affected by the expanded I-630. These are on 10th St, close enough to the viaduct to hear its noises and catch its fumes. This once-urban, potentially remarkable area near the Capitol now has so many vacant lots that it feels like country - or would except for the long tolerated open air drug market around the corner. I have renovated a tiny house, which rents well, but hold onto a once grand, large yellow brick house, beautifully built in 1905. I keep it empty, patched and well boarded. This old gem is clearly visible when heading east on the I-630 viaduct just to the west of Children's Hospital. With the highway expansion, the continued crime and loss of houses around, the complete lack of historic protections and the low neighborhood values, I cannot figure a way to make the needed renovation work. Widening I-630 will destabilize this very weak edge of the neighborhood even further. While the plans to widen I-630 were not included in the EA, they should have been as they are inextricably related to the I-30 Crossing expansion. If the Crossing goes through, the pressure to expand I-630 will be impossible to withstand.

I receive kudos and support for my work. As my persistence and that of my neighbors gradually pays, young people move in and continuing decline no longer seems inevitable, at least in a few blocks anchored around the High School and in some of the grander blocks south of Wright Avenue. I have almost no vacancies in market rate houses, and am able to rent sustainably for strong returns. Local banks have been very supportive, and approve of my cautious, solid model. While a few others have successfully renovated and resold historic homes in the area, it is a difficult market to do this. The top prices here are now in the \$110 per square foot range. Given the level of reinvestment needed, this valuation barely justifies tax credit projects. It is still not enough to encourage new construction. While I can make good ROI based on realistic ten-year rental projections, the location is not for the casual "flipper". Anything that risks decreasing market values further, such as more highways, is an existential threat to my business.

I agree with comments provided by Tom Fennell, Josh Silverstein, Barry Haas and Norman Marshall, and those from various neighborhood associations and preservation groups. There are, no doubt, many other critical and serious comments, begging the Highway Department to reconsider and take more care. Big money loves this project. Most people don't – as comments show.

I would like to call the Highway Department's attention to carefully researched articles about how highways damaged Little Rock and other inner cities, and served to solidify and deepen our underlying racial and class divisions. These are cited below. The Department should look seriously at the history and incidence of lost property values and lost tax revenues from its creation of the "wrong" sides of I-30 and I-630. This cannot simply be brushed aside in planning, as it has been in the EA. The cumulative effects are huge, and obvious to all. They need to be considered. The existing damage caused, especially to African American property owners, needs to be weighed and mitigating measures considered as highways are expanded further. This planning cannot take place in a vacuum, with one project divided from another as in the EA, when in reality they are all part of a large,

unified plan.

Serious consideration should be given to funding these expansions with user fees, especially fees designed to charge commuters for rush hour travel. While it is obvious that the I-30 bridge over the Arkansas River needs replacement, and obvious that the highway system needs improved maintenance, were it not for commuters who have chosen to live far away from the inner city, none of this expansion would be necessary. They should be made to pay for the bigger roads needed to fund their private, personal choices, rather than taking a free ride on everyone else.

These choices take place in a particular political geography that merits discussion. When you look at voting patterns, it is very clear that inner cities in Arkansas are far more Democratic than Republican. Electoral maps show blue dot cities surrounded by red seas of suburbs, exurbs and Arkansas countryside. The red seas are now in ascendance. Republican voters generally strongly support private property rights and low taxes – or at least claim to. Republican infrastructure road policies, insofar as they exist, often favor toll roads over public ones, as in the Cato Institute opinion piece, cited below. That same logic should argue for at least giving serious consideration to ways to fund these absurdly expensive expansions through user fees, rather than taxes.

Oddly, or perhaps not, given that these expansions will likely overwhelmingly benefit Republican commuters to the burden of Democratic city dwellers, no serious consideration has been given in planning to make commuters pay for their own roads. Why not? Republican State, plans pushed by Republican Chamber of Commerce, to benefit Republican voters, perhaps? It is clear where the benefits of these expansions will flow. Without real study, their true costs remain hidden. While the Highway Department may wish just to stay to simple engineering, the political convenience of this planning oversight speaks volumes. The EIS should seriously and honestly consider options for paying for expansions with user fees.

Finally, I am disturbed by the Highway Department's rigid and misleading sales job. From faulty traffic projections, to disingenuous refusal to consider alternatives, to presenting pictures in public hearings of pretty parks that will never be, to giving the public three days notice to object to the 630 expansion from University to Baptist, to minimizing real impacts, to ignoring the need for public transportation or the possibilities of non-car transport, to refusing to consider the true scope of areas to be affected, to providing understated cost estimates, to refusing to consider possible impacts of foreseeable technological changes, etc. the Department has, I believe, often acted in bad faith to sell this project – and I only know a tiny part of the scheme. The public is still not buying it, but that does not seem to matter here, when the powerful want it badly enough.

As a taxpayer I am offended at the millions spent justifying these awful plans. I am offended that “categorical exclusions” can be used to push through projects piecemeal that merit close study in context. As a citizen of what purports to be a democracy committed to higher values, I am disappointed. We deserve better from our bureaucracies, and certainly better from our elected officials. It is not surprising that this set of costly, dangerous and outmoded projects would be

underwritten with such analytic shabbiness, but it is still unacceptable. We must do better. The divide and conquer strategy of separating the I-30 Crossing plans from what is being done to I-630 and the Cantrell interchange should not be permitted. A full Environmental Impact Statement comprehensively covering the three main planned highway expansions in the metro region, sincerely prepared, would be a good beginning. A partial and deceptively prepared EA is not.

Paul Dodds, Managing Director  
Urban Frontier LLC  
Little Rock, AR

Recipient Preserve Arkansas Award for Neighborhood Preservation, 2016.  
Quapaw Quarter Association Award for Preservation Advocacy

Citations:

John A. Kirk, "Housing, Urban Development and the Persistence of Racial Inequality in the Post-Civil Rights South." *Souls: A Critical Journal of Black Politics, Society and Culture* Special Issue: "The Black South since the Civil Rights Movement" 8:1 (Winter 2006): 47-60.

John A. Kirk, "'A Study in Second-Class Citizenship': Race, Urban Development and Little Rock's Gillam Park, 1934-2004." *Arkansas Historical Quarterly* 64 (Autumn 2005): 262-286. (Attached).

AN INTERSTATE RUNS THROUGH IT: THE CONSTRUCTION OF LITTLE ROCK'S INTERSTATE 630 AND THE FIGHT TO STOP IT, UALR Masters Thesis  
Darcy Atwood Baskin Pumphrey, August 2013

How Government Highway Policy Encourages Sprawl, By Howard P. Wood August 18, 1998,  
[www.cato.org](http://www.cato.org)

Forecasting Indirect Land Use Effects of Transportation Projects

Requested by: American Association of State Highway and Transportation Officials

(AASHTO) Standing Committee on the Environment, Prepared by: Uri Avin, PB (Baltimore, MD); Robert Cervero, University of California (Berkeley, CA); Terry Moore, ECONorthwest (Eugene, OR); Christopher Dorney, PB (Baltimore, MD) December, 2007

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 2:17 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Georjena Selva

**Email:** jenaselva@gmail.com

**Address:** 3 Skyway Dr Little Rock, AR 72207

**Telephone:** 501-831-3417

**Message:**

I am apposed to the current proposed lane expansion of I30. Downtown Little Rock has made tremendous improvements over the past 20 years (it is unrecognizable from the sad state it was in the 90's). The River Market is thriving and East Village is blossoming into a thriving district as well. This large scale highway expansion threatens to derail the progress that downtown has been striving for. I see no logical reason why the tens of thousands of interstate travelers who have no desire to visit downtown Little Rock cannot simply use another corridor - expand I-440 and send the commercial traffic and interstate travelers that route leaving the I-30 crossing improvement at a smaller scale to accommodate only local traffic and Little Rock visitors.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 2:29 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Joe Jacobs

**Email:** joe.jacobs100@gmail.com

**Address:** 9 Erinwood Dr

Little Rock, AR 72227

**Telephone:** 501-707-5989

**Message:**

I am against moving forward on the 30 Crossing project. The impact of construction and changed traffic patterns on local businesses has not been fully assessed. It has been well documented that interstates cutting through downtowns are a deterrent to economic growth in those towns. It was proven when I-30 and I-630 were built. They divide our city causing rises in crime and poverty. As car ownership numbers and miles driven numbers diminish with new generations, the proposed "need" for projects like this is unwarranted. As interstates like this encourage flight from the city which decreases local tax bases need to maintain other city infrastructure, safety, and educational needs, we shouldn't be rewarding those who flee but encouraging them to move into the city, closer to where they work.

## Connecting Arkansas Program

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**From:** Bill Rahn <brahn812@hotmail.com>  
**Sent:** Friday, July 27, 2018 2:30 PM  
**To:** Info@30Crossing.com  
**Subject:** Attention Joe Hetzel: Comments in opposition to current I-30 Bridge widening proposal

Mr. Hetzel -

I strongly oppose the proposed widening of the I-30 Bridge crossing into downtown Little Rock. I have reviewed several studies and comments both for and against and conclude that the proposed expansion is an overwhelmingly bad idea. Please consider alternative plans instead, such as a new bridge from NLR connecting with Chester Street in Little Rock, which makes much more sense.

I commute daily into Little Rock from the Morgan community and have no problem crossing the bridge. I occasionally experience a slow down during rush hour. Sometimes it adds a minute or two to my commute. I enjoy living in Morgan but it was my choice. I and others living out here should not be entitled to shave a few minutes time crossing the bridge at the expense of destroying the integrity of downtown Little Rock. Maintaining and building the vitality of the River Market and surrounding areas is far too important.

Bill Rahn  
Morgan, AR

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 2:32 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Joe Jacobs

**Email:** joe.jacobs100@gmail.com

**Address:** 9 Erinwood Drive

Little Rock, AR 72227

**Telephone:** 501-707-5989

**Message:**

I am against continuing with the current plans presented by the Arkansas Department of Transportation on the 30 Crossing project. Not enough research has been done to the economic impact of this project on small businesses in the area both during the construction and resulting from traffic flow changes.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 2:47 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Jennifer Herron

**Email:** jenn@hh-architects.com

**Address:** 1219 S. Spring Street, Little Rock, AR 72202

**Telephone:** 501-975-0052

**Message:**

Please do not expand the lanes for I-30. The Environmental Assessment (EA) does not adequately consider the impact of increased traffic volume on east-west city streets throughout the project area. The EA does not address the impact of I30 Crossing on the Metro Streetcar system. I don't agree with the approach taken by the ADOT.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 2:54 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** John Rogers

**Email:** jrogers@stoneward.com

**Address:** 525 SHADY VALLEY DR, North Little Rock, AR 72116

**Telephone:** 5017726190

**Message:**

I have reviewed all of the proposals that have been submitted over the past months. I travel through the 30 Crossing corridor every day and believe that the currently proposed plan is the best of those that have been presented.

The goals of accommodating the growth in traffic counts as well as mitigating the effects on the associated neighborhood spaces have been well thought out. The common park spaces will greatly enhance the city spaces in the corridor. The Rivermarket area will be well enhanced, particularly by adding the green space and potentially lowering traffic counts through the Cumberland, President Clinton intersection, which has become more and more troublesome with increased pedestrian usage.

Thank you so much for all of the thoughts and efforts that have gone into the project.

--- Now, if we could just get the construction done in about 6 months.....

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 3:38 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Rachel Patton

**Email:** rpatton@preservearkansas.org

**Address:** PO Box 305, Little Rock, AR 72203

**Telephone:** 5013724757

**Message:**

July 27, 2018

TO: Arkansas Department of Transportation

FROM: Preserve Arkansas

RE: Comments on the 30 Crossing Environmental Assessment

Founded in 1981, Preserve Arkansas is the only statewide nonprofit advocate for the preservation of Arkansas's historic and cultural resources. Preserve Arkansas urges the Arkansas Department of Transportation (ArDOT) to complete an Environmental Impact Statement (EIS) that would evaluate the 30 Crossing project within the larger context of interstate construction in Little Rock and North Little Rock historically and in the foreseeable future, considering the socioeconomic impacts on populations cut off from the city center by interstate highways as well as an associated reduction in property values and devaluation of historic resources.

The 30 Crossing project—if constructed as planned—will eventually require the continued widening of I-630 from University Avenue to I-30, impacting a much larger area. Historic neighborhoods and resources in close proximity to the I-30/I-630 interchange, such as Mount Holly Cemetery, the South Main Historic District (SoMa), and the Governor's Mansion Historic District, as well as additional resources along the I-630 corridor like Philander Smith College, the Central High School Neighborhood Historic District, and the Capitol View/Stift Station Neighborhood, should be evaluated as part of an EIS.

According to the Environmental Assessment (EA), the goal/purpose of the 30 Crossing project is “to provide for increased travel speed and reduced travel time to downtown North Little Rock and Little Rock” (pg. 22), presumably for the residents of other central Arkansas cities who commute to Little Rock/North Little Rock for work as well as “through traffic.” This goal does not consider current scholarship on the worldwide trend toward urbanization or Census data showing population growth in Arkansas's urban areas, as the state's rural communities shrink. City planners and historic preservationists recognize that downtown freeways ruin the development potential of central city neighborhoods and create “dead zones” that divide downtown areas. Cities like Philadelphia and Dallas recognize that the expressway building boom of the 1960s and '70s sliced urban

neighborhoods apart, and they have sought alternative ways to reunite and boost their downtowns and to improve downtrodden neighborhoods, like “highway cap parks.” In her Master’s Thesis, “An Interstate Runs Through It: The Construction of Little Rock’s Interstate 630 and the Fight to Stop It,” Darcy Baskin Pumphrey illustrates how the construction of I-630 divided Little Rock neighborhoods along racial and socioeconomic lines. The indirect impacts of interstate construction are still felt today in communities south of I-630 and east of I-30 on both sides of the Arkansas River.

The EA does not adequately consider the impact of increased traffic volume on east-west city streets throughout the project area. According to EA, pg. 43, lines 1-5 and Appendix F: Table 2, the preferred Split Diamond Interchange (SDI) alternative will significantly increase traffic on 2nd, 3rd, 4th, Cumberland, and Mahlon Martin streets. An in-depth analysis of the impacts to properties along these streets is warranted; especially considering that northbound traffic on I-30 will exit on 9th or 6th Street to avoid bottlenecks farther north, therefore increasing traffic through the heart of the MacArthur Park Historic District and directly in front of the Arsenal Building, a National Historic Landmark. An increase in traffic volume on these city streets will negatively impact the quiet, primarily residential setting and feeling of Little Rock’s oldest neighborhood. It could also lead to increased commercialization and a decrease in property values. And although the EA quickly dismisses any negative impacts to Historic Arkansas Museum as a result of increased traffic on 2nd and 3rd streets, routing more traffic past some of Little Rock’s earliest standing structures could adversely affect their historic integrity and hinder access to the museum.

Furthermore, the EA does not address the impact of the 30 Crossing project on the Metro Streetcar system, which runs along 2nd and 3rd streets in the project area, and will have to be relocated to accommodate an increase in traffic volume. And increased traffic on 4th Street could cause exit and entry problems at the River City Travel Center and U.S. Post Office, endangering motorists and pedestrians.

The SDI alternative at the Highway 10/Cantrell Road interchange will result in the loss of three surface parking lots and 47 on-street parking spaces along E. 2nd, Ferry, and E. 4th streets. There is already a perceived lack of parking in downtown Little Rock, and the elimination of these parking spaces will negatively impact businesses. According to Appendix A, pg. 6, lines 32-33, “business owners would need to consider the parking options for their customers and employees.” The indirect effects of the reduction in parking are not adequately addressed, as no alternate solutions are offered in the report. Another concern for preservationists is the potential for demolition of historic structures to create additional surface parking lots.

The EA fails to consider impacts to the Argenta Historic District in North Little Rock, which is near the Area of Potential Effect (APE) and is mentioned as an area of development/redevelopment in Appendix A: Indirect Effects Technical Report. Especially during the construction phase of the 30 Crossing project and replacement of the Arkansas River Bridge, southbound traffic on I-30 will likely come through the Argenta Historic District along Main, Maple, and 7th/Bishop Lindsey/Broadway to avoid delays, thereby increasing traffic volume and noise in the historic district, which is half

commercial and half residential. Danger to pedestrians could also occur as a result of the increased traffic volume in this highly walkable neighborhood.

The EA repeatedly asserts that the 30 Crossing project will have no significant impact on historic properties now or in the foreseeable future because of existing protections provided by local ordinance districts in Little Rock and North Little Rock. The Little Rock Historic District Commission only has purview over the MacArthur Park Historic District. No local ordinance protections exist for Hanger Hill, Marshall Square, Tuf Nut, or any individually listed properties within the current APE that are located outside of the MacArthur Park Historic District boundary. And the North Little Rock Historic District Commission only has purview over the Argenta Historic District, which is not even included in the current APE. Outside of the local ordinance district boundary, there are no protections that would prevent the demolition of existing historic fabric in any of the aforementioned neighborhoods. Furthermore, citywide historic preservation plans and design overlay districts are important but do not have “teeth” like a local ordinance district, meaning they offer recommendations and guidelines but do not prevent demolition or the alteration of character-defining features on historic buildings.

Throughout the EA and appendices, ArDOT cites the potential for “increased east-west connectivity,” including the creation of green/park space under the Highway 10/Cantrell Road interchange and bicycle and pedestrian improvements as the “positive” to outweigh any negative impacts on adjacent neighborhoods, but these improvements are not part of the project budget. Improvements to city streets and green spaces/parks will be funded by the cities of Little Rock and North Little Rock, respectively, and may take years to complete. In other words, ArDOT cannot take credit for “new connectivity” because it is not part of the proposed project and should not be used as a way to placate residents.

The majority of residences along the 30 Crossing project right-of-way are in low-income and greater than 50% minority census tracts. These populations are already disproportionately impacted by interstate noise, loss of aesthetic value, and separation from the broader community. The environmental justice aspect of this project should be investigated further and addressed in the Cumulative Effects Technical Report and ultimately, in an EIS.

Little Rock has a rich buried past as evidenced by urban archeology done on the grounds of Historic Arkansas Museum and the fact that the construction of downtown parking lots and basements have uncovered important information about the city’s early history. There is ample evidence showing that the existence of concrete does not mean there are not archeological sites buried beneath it. Since historic artifacts are often similar to modern ones, urban archeology requires a careful analysis of historic documents and maps along with archeological field methods. In Appendix G: A Phase I Cultural Resources Survey for AHTD Job Number CA0602, the archeological survey revisited one site, 3PU415, and identified six new ones, 3PU969, 3PU970, 3PU971, 3PU972, 3PU974, and 3PU975. None of the sites were recommended eligible for the National Register of Historic Places (NRHP). This raises a number of concerns about

research methods and documentation of historic properties. It is questionable that archeologists could dig 5,004 shovel tests and 80 auger tests along the interstate and have so many negative shovel tests, as anyone who digs near a road or house knows it is impossible not to uncover glass, nails, or other cultural deposits. In addition, in Segment 2, Area A, near Second Street, it is unclear where Transect B was excavated since it is marked in green like the Area of Potential Effect boundary. This is important, as this location with its proximity to the Arkansas River could contain archeological evidence associated with the Indian Removals of the 1830s, Little Rock's historic ferry, foundries, and other historic sites.

Because early settlement was concentrated near the Arkansas River, the areas around the Arkansas River Bridge should be more carefully investigated. Bridge demolition and construction, as well as the use of heavy equipment in nearby construction staging areas, could damage or destroy archeological sites associated with the Trail of Tears, early 19th century ferry sites, and Little Rock's early industrial development. I-30 was built over an area that was home to cotton mills, stave and cooperage companies, planing mills, and other industries in the late 19th and early 20th centuries. The interstate also covered city streets that likely had brick pavers and street railways preserved under concrete. Impacts to these historic archeological sites should be more carefully considered.

The Cultural Resources Report does not mention the potential to unearth archeological evidence from St. Johns College, which was located east of Mac Arthur Park in the current path of I-30 at about 10th Street. St. Johns College was the first institution of higher learning chartered in Arkansas (1850) and served as a hospital during the Civil War. Although the main building burned in 1890, the former college grounds could contain significant archeological resources.

The addendum to Appendix G discusses the Odd Fellows Cemetery at the foot of Park Hill in North Little Rock but fails to mention the African American Military Heights neighborhood that once occupied that site. Although burials from the Odd Fellows Cemetery were relocated in preparation for the construction of I-40, the potential to discover unmarked graves from the cemetery still exists and should be noted.

All of the archeological sites documented in the Cultural Resources Appendix "lack historic context," making them ineligible for the NRHP. Preserve Arkansas contends that more research should be done to place these sites in context. Preserve Arkansas is also not aware of a Sanborn Fire Insurance Map from 1921, which is cited throughout the report, and recommends that the following maps, as well as historical property records, be consulted:

1864, "Little Rock and Vicinity," submitted by Brigadier General Quincy A. Gillmore, Division of Western Mississippi

1886 Sanborn Fire Insurance Map

1887 Perspective map of the city of Little Rock, Ark., State capital of Arkansas, county seat of Pulaski County.

1889 Sanborn Fire Insurance Map

1892 Sanborn Fire Insurance Map  
1897 Sanborn Fire Insurance Map  
1913 Sanborn Fire Insurance Map  
1939 Sanborn Fire Insurance Map  
1950 Sanborn Fire Insurance Map

Specific examples from the survey where more research is clearly warranted are below:

In Segment 1, Area G, the archeologists identified two brick and mortar wells (3PU969 and 3PU970). They cite examination of the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock. Earlier Sanborn Fire Insurance maps should be consulted prior to making decisions on the sites' eligibility for the National Register of Historic Places.

In Segment 2, Area I, two sites were identified (3PU973 and 3PU974). At 3PU973, a ceramic sherd possibly identified as Blue Transfer Print was recovered (Table 4). There were no photos or discussion in the report, but Blue Transfer Print was produced from 1828 to the present. These dishes could have been handed down over generations, but the site could also date to an earlier time period. The report cites only the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock.

In Segment 3, Area B, site 3PU971 was identified with nine positive shovel tests. The report indicates that archeologists recovered "bricks and brick fragments, decorated and undecorated whiteware, stoneware, container glass, window glass, wire nails, and fragments of mortar." The report discusses the bricks and the stoneware, but omits the Blue Transfer Print or hand-painted ceramics and the amethyst, or solarized, glass (Table 2). Blue Transfer Print whiteware ceramics were produced from 1828 to the present, and amethyst glass dates between 1870 and 1920. The site could, therefore, date to an earlier time period, but again, the archeologists only cite the 1921 and 1939 Sanborn Fire Insurance Maps for Little Rock, Beauman's 1906 Atlas of Pulaski County, and the 1910 Blaisdell's Map of Little Rock.

Site 3PU909, Civil War barracks, is located east of the current I-30 interchange between Second and Markham streets. This site, which was identified on the 1864 map, "Little Rock and Vicinity," submitted by Brigadier General Quincy A. Gillmore, Division of Western Mississippi, was not discussed in the report, despite its proximity to the Area of Potential Effect.

The Cultural Resources Report does not identify staging areas for the widening construction. Staging areas should be identified to ensure that historic properties are not adversely affected by the construction. In the survey report, the archeologists recommend monitoring during construction for the area near 3PU762, the 3rd Street and 12 Sherman Street 1906 Railroad Feature, and 3PU707, the brick pavement. Preserve Arkansas recommends additional historical research for the sites identified in the survey, additional archeological research in staging areas, and that an archeological

monitor be present for all ground disturbances during construction.

In Appendix R: Cumulative Effects Technical Report, pg. 8, lines 4-6, ArDOT argues that the trend of people moving to nearby towns like Maumelle, Sherwood, and Jacksonville and commuting to jobs in the city center will continue, thus increasing traffic congestion, but millennials are choosing to live in urban areas close to their place of employment. And our modes of travel will most certainly change by 2041, the design year for the project. ArDOT is missing an opportunity to find a creative solution to alleviate congestion while benefiting residents and businesses in the city center.

These comments are respectfully submitted on behalf of the board of directors and membership of Preserve Arkansas by Rachel Patton, executive director.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 3:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Muriel Storrie

**Email:** lederman10@me.com

**Address:** 1422 S Arch St 72202

**Telephone:** 5016904804

**Message:**

The I 30 Crossing will not improve downtown LR, which should be one of the considerations in how it goes forward. It will also require additional freeway construction in the future, further endangering neighborhoods and people. Do no more than is necessary for public safety.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:02 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Shir Lee Wilson

**Email:** shirleehsv@yahoo.com

**Address:** 5 Sitio Lane Hot Springs Village, AR 71909

**Telephone:** 501 922 6486

**Message:**

I am an avid bicyclists who do enjoys riding in the River Trail almost monthly. Our bike group has a monthly ride on the River Trail in place on our Mont schedule of rides. Afterward we ride our bikes over to the Flying Saucer for lunch. Our group do enjoys being able to ride s an in the River Market area

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:19 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dale Pekar  
**Email:** Dale.Pekar@gmail.com  
**Address:** 1010 Rock  
Little Rock, Arkansas 72202  
**Telephone:** 5013743174

**Message:**

--The cumulative effects of traffic noise need to be addressed. I would certainly agree with the EA's assertion on indicated epage 3973/3992 that traffic noise is not declining, but as submitted in other documents, traffic noise is expected to increase in all the alternatives, even beyond the increases which occurred when these interstates were constructed. Therefore the cumulative effects of traffic noise do need to be addressed.

--The temporal start date of 1985 for the cumulative effects analysis is much too late; it must be set to the date at which the first interstate construction in the area began. The deleterious effects of the interstates in greater Little Rock began with the construction of the interstates.

"The temporal study period is from 1985 to 2041. The temporal start date of 1985 was selected to follow the year when the last section of I-630 was completed and open to the public." indicated epage 3974/3992

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:19 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mike Sprague

**Email:** msprague17@hotmail.com

**Address:** 312 North Schiller  
Little Rock, Arkansas 72205

**Telephone:** 4063704792

**Message:**

To Whom It May Concern:

The 30 Crossing Environmental Assessment: ArDOT Job NO. CA0602 fails to address several impacts that will cause significant harm to the area's environment and future development. The document talks about increasing vehicle flow in, out and through the Little Rock/North Little Rock downtown area, however doesn't sufficiently address the impacts of the proposed development.

Impact: Encourages sprawl and lessens viability of downtown.

The project of widening the Interstates would encourage sprawling growth in the region, and thus, give people less of a reason to go to the urban core for anything other than work or things they have to do. The economic benefits stated in the assessment would be lessened because more people would choose to live further out of town, thus increasing the development of suburban growth and sprawl. This development would mean more people would choose to do things further outside the urban core. The history of the construction of I-630 bares this out.

Impact: Sprawl's impact on the environment.

This also resulted in more sprawl, which creates more impact on the landscape and to the environment. This is another aspect this assessment doesn't account for. The greater sprawl created by the interstate growth encourages people to move further out of town because for several years after the interstate is expanded, people will be able to reduce their commute time. However, as more people move out of town and others move further out of town, the Interstates will fill up with traffic again. With more people commuting from further away, more impact will be placed on our environment including that of: more air pollution; more fuel consumption, meaning more environmental stress to the world in obtaining, refining and delivering it (which also includes social and political impacts); increased pressure on global warming; more resources used in maintaining the expanded roads: a larger impact on the wildlife, making even a larger barrier to their movement and shrinking their already limited habitat.

Impact: Larger financial responsibility.

The larger interstate would also create a larger financial responsibility for maintenance. This

assessment does not explain where the funds will come from this larger financial burden. ArDOT is currently in need of finding money to maintain the highway system right now. Where are the funds for this larger burden going to come from?

Impact: Loss of walk-ability, bike-ability, safety and character in a thriving and growing district. Much of the redevelopment of the downtown area is a result of the increased walk-ability and bike-ability of the area and the impacts of the proposed 30 Crossing project to this region isn't accounted for in this assessment. The 30 Crossing project is projected to increase vehicle traffic numbers into the River Market District, and increase the road sizes of streets that currently have the highest pedestrian traffic in the metro area. This assessment doesn't accurately address the impacts on pedestrians, cyclists, businesses and residents of the area. One of the appealing things about a dense urban district like the River Market is that once you are there, whether as a visitor or a resident, is that you can then walk, or bicycle to many different locations and not have to get back in a vehicle and drive just to hunt down a parking spot. With increased vehicle traffic in the area, barriers, like a four-lane road proposed for 2nd Street and increased traffic would discourage people from going further. Cyclists would be further reduced to those who were brave or were risk-takers. The momentum of the district's development would be slowed. This would be happening to the area of Little Rock that not only has the highest bicycle-pedestrian traffic, however it is also the area that likely has the highest value per square foot and largest tax ROI in the city. It is also the district that visitors rave about after going to conferences because of the walk-ability and excitement of the area, not because they can drive their car through the area faster.

Impact: Addition of a discouraging and dangerous barrier to pedestrian and bicycle traffic in the River Market.

A four-lane 2nd Street would further isolate areas of the River Market and make it more dangerous, which was also not addressed in this assessment. Although the street would have stoplights with crosswalks, the crossing itself would discourage folks from making the trip across it. Also, a four-lane road is inherently a dangerous road for pedestrians because of the weaving nature of traffic on them and from when a car stops for a pedestrian and a car in the other lane passes the stopped car and doesn't see the pedestrian.

Impact: East-west pedestrian and bicycle traffic barrier.

The assessment says the project would benefit the east-west pedestrian mobility of the area, however it fails to show how the proposed actions would outweigh the discouraging environment of creating a large multi-stoplight, 15-lane (including the frontage roads) crossing. Many large roads in suburban development have stoplights with crosswalks, however that does not make them encouraging, inviting or safe. The result of this means that the only people that walk and cross the large streets are those who have no other choice. This will be highly detrimental to the development of the area.

In conclusion, this environmental assessment doesn't address major impacts that will significantly affect the environment, economics and viability of the region.



## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:20 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Matt

**Email:** matthew.ryan.mcnair@gmail.com

**Address:** 1910 Center Street, Little Rock, Arkansas 72206

**Telephone:** 4796591580

**Message:**

This assessment appears to ignore the overwhelming evidence suggesting an ever-expanding interstate system inevitably leads to more traffic and, consequently, more congestion, thus spurring the construction of even more interstate lanes and attendant infrastructure. Further, as a Little Rock resident and part owner of a small, downtown Little Rock business, I find the myopic quest to move more and more citizens of bedroom communities in, out, and through this city--as opposed to providing residents and visitors with safe and appealing infrastructure suitable for bicyclists, pedestrians, and those with different abilities--to be contrary to the long-term interests of Little Rock, not in keeping with the supposedly-holistic nature of the Metroplan, and, ultimately, incredibly short-sighted. No forward-looking city is seriously considering such outdated infrastructure plans, and I would encourage ArDot and Metroplan to reconsider this regressive highway design, and invest our tax money instead on an infrastructure plan that will keep Little Rock on par with other dynamic cities in the South and elsewhere.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:26 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dale Pekar

**Email:** Dale.Pekar@gmail.com

**Address:** 1010 Rock

**Telephone:** 5013743174

**Message:**

--The Resource Study Area must be expanded to include other affected communities. Table 2-2 makes clear that the outlying communities have been affected the most by the quicker access times afforded by the interstates. It is likely that areas beyond these boundaries would likely also be affected. I can offer my personal submission that when I located to Little Rock around the year 2000 that a real estate agent tried to get me to locate to Conway! Searcy, Conway, Bauxite, Benton, Bryant have all been affected by the interstates and need to be included in the analysis. I can also share that two of my colleagues in Little Rock, out of an office of about twelve people, actually commuted daily from Pine Bluff.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:27 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Wright Avenue Neighborhood Association, Sheila Miles

**Email:** smtmiles@aol.com

**Address:** P. O. Box 165084

Little Rock, AR 72216

**Telephone:** 5019441827

**Message:**

July 27, 2018

Arkansas Department of Transportation (ARDOT)

The residents of the Wright Avenue Neighborhood Association, Inc. (WANA) are rather apprehensive about the Arkansas Department of Transportation (ARDOT) I-30 expansion (and I-630) and requests a full Environmental Impact Statement offering a clear explanation on how all this interstate-building will impact our historic neighborhoods.

Located in heart of Little Rock Arkansas, the Historic Wright Avenue Neighborhood boasts of being home to the largest collection of historic homes within the City of Little Rock. The neighborhood is bounded south side of 17th Street on the north, Roosevelt Road on the south, Dr Martin Luther King Jr on the east, and Thayer Street on the west. Although the neighborhood is diverse, it is predominantly African American and spans age, gender, and varying income brackets. Our neighborhood earned national recognition and was awarded Neighborhood of the Year Award (2nd place) in the Social Revitalization category for our Annual Movies on the Boulevard event—a free community outdoor movie with free concession.

Traditionally highways divide cities and destroy neighborhoods--particularly predominantly African American neighborhoods. Ninth Street was a thriving successful African American business and entertainment district in Little Rock from the 19th century through the early 20th century. This close-knit self-sufficient African American community had all the services needed in the once booming Ninth Street business corridor. By 1959, the thriving business district reached over 100 businesses including doctors, dentists, drug stores, hospital, grocery stores, jewelers, hotels, taxis, theaters barbers, beauty shops, service stations, tailors, restaurants, colleges, churches, and more. Despite segregation, the Ninth Street business community provided jobs and created a high level of self-reliance. Neighborhoods face ongoing neglect and stillborn investment.

Building Interstate 630 contributed to the decline of the thriving Ninth Street business district; it plowed through the middle of the vibrant close-knit self-sufficient African American community—dividing and destroying the neighborhood. There is aftermath from this type of devastation.

Across the country, cities have embraced the funds, mostly funded by Federal Highway Act, to build roads that disproportionately displace and destroy the once vibrant successful African American communities. In addition to the destruction of Little Rock's Ninth Street and neighborhoods south of I-630, highways have destroyed inner cities such as Birmingham Alabama, Charlotte (Brooklyn) North Carolina, Dallas(Oak Cliff) Texas, Jacksonville Florida, Baltimore Maryland, Detroit Michigan, Richmond Virginia, Syracuse New York, etc. The list goes on and on. Example after example the story is the same. The inner city becomes underserved while the federally funded highways are built to accommodate people who leave the heart of the city driving home to the suburbs.

I have read your Environment Assessment including the Community Impact Technical Report and appendices. More detail is necessary. For example, specifically what are you saying in this excerpt from your report..."The direct displacement and relocation or alteration of homes, businesses or public facilities may lead to indirect effects such as changes to neighborhood cohesion, neighborhood stability, the local economy, access to specific services or products, recreation patterns at public facilities and cultural values. As previously described, the majority of the proposed improvements will take place within existing ROW. The proposed project would potentially result in six residential displacements for all Action Alternatives."

Your Environment Assessment inadequately explains the impact of your proposed changes to the neighborhood. I saw the addresses of the displaced commercial businesses. What are the addresses of the proposed residential property owners being displaced? Which properties will require alterations and what type of alterations? What are the displaced residents' racial, gender, and age makeup? Which proposed displaced properties are African American property owners? How many renters? Do you classify landlord properties as businesses? Your plan indicates you have relocation assistance for businesses. With what percentage of the relocation cost will you assist? Your assessment estimates 75 jobs will be displaced. Do you pay the businesses' employees during the transition time? What is your plan to help sustain displaced businesses? What is your plan to assist these individuals find employment if jobs are lost? You reached out to the city to get their opinion about the proposed changes. What are the opinions of each of the proposed displaced property owners and business owners? Bike lanes and parks are insignificant when the basic needs of residents are stripped away.

In your report, you stated ARDOT will assist displaced residents under the Uniform Act. Your research estimates the residential appraised values range from \$29,200 to \$53,500; however the sales histories range from \$47,000 to \$147,000. This doesn't add up. Your appraised values are approximately 40% - 60% less than market value. What appraiser did you use? If a house cost \$47,000 and you propose to pay your appraised value of \$29,200, the basic needs of the resident are not being met. Are you going to pay dislocated residents based on your extremely low appraised values or the sales/market values?

A family member recently experienced the impact of an ARDOT highway expansion, and it was not a pleasant one. The property owners directly affected were mostly low-income senior citizens with no mortgage and fixed incomes. The ARDOT staff bullied and intimidated these elderly owners who would not agree to low-ball offers. Staff was disrespectful and would use the verbiage 'you people'

when the owners refused to comply. I observed an ARDOT staff member yell at a senior citizen who asked a question. This was a classic example of “don’t question me, just follow along and comply”. The WANA board and membership voted to submit public comments. We are requesting a full Environmental Impact Statement offering a clear explanation on how all this interstate-building will impact our neighborhoods.

Sheila Miles, President  
Wright Avenue Neighborhood Association, Inc  
smtmiles@aol.com  
(501) 944-1827

McVey, J. (2015, March). Life on the Line: a History pin Tour of Little Rock’s West Ninth Street. Retrieved from [www.dighist.org/2015/03/life-on-the-line-a-historypin-tour-of-little-rocks-west-ninth-street/](http://www.dighist.org/2015/03/life-on-the-line-a-historypin-tour-of-little-rocks-west-ninth-street/).

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:29 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Dale Pekar

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Little Rock, AR 72202

**Telephone:** 5013743174

**Message:**

The Cumulative Effects Report does not present a balanced picture as on indicated epage 3978.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:30 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Richelle Brittain

**Email:** rbbrittain@yahoo.com

**Address:** 3121 N. 1st St.

Jacksonville, AR 72076

**Telephone:** 501-265-0151

**Message:**

Since I had to wait till the very end of the comment period to submit this, I'll have to be much shorter than I wanted to be. I moved from midtown Little Rock to Jacksonville two years ago; my prior comments are still in the public record, and I stand behind the parts that haven't been discarded already, including my proposal that the 30 Crossing bridge be named for Maya Angelou. Indeed, the park space created next to the CALS Main Library, whose prototype carried her name even though it was rejected as she was then still living, makes it even more appropriate that the bridge and/or park be named for Ms. Angelou, since the Southwest Trail crossing in this area was the inspiration for her poem "On the Pulse of Morning" at President Clinton's first inauguration. (That should be confirmable by Dr. Patricia W. McGraw, a retired UCA and former UALR professor and a member of the Arkansas Black Hall of Fame, who told me 25 years ago that Ms. Angelou told her that at the inauguration.)

I fully support the Preferred Alternative and urge you NOT to give in to the "boulevard nuts" and their stupid "induced demand" (or as I call it, "Field of Dreams") traffic theories, recycled from the fight against widening I-30 to Benton many years ago. Though sometimes traffic does increase beyond projections after a freeway expansion, IMO that is better described as "repressed demand" due to the poor freeway. The "boulevard nuts" have tried other stuff in the past, including calling it a "tunnel to Cabot" (disproved by a spot in the Preferred Alternative that actually gives I-30 \*fewer\* thru lanes than present, not to mention actual traffic flow) and even stealing my own comments in the Democrat-Gazette about Pine Bluff's Martha Mitchell "Expressway" (they ignore why I put "Expressway" in quotes -- it's mostly an example of building a boulevard where a freeway was needed, NOT a freeway destroying a neighborhood since it's not really a freeway). Their REAL purpose is to stop ALL freeway construction in Little Rock in a futile attempt to stop suburban flight, as the recent I-630 lawsuit proves. Don't give in!

One last thing: Please review AGAIN the "dip" in North Hills just off the south end of its I-40 interchange, which floods every time Dark Hollow floods. The best, and possibly ONLY, way to eliminate it is to extend the southern end of 30 Crossing's interchange reconstruction right up to the NLR-built drainage ditch bridge. If that requires cooperation with NLR, so be it; you built parts of Big Rock in LR city right-of-way (i.e., the Financial Centre Parkway end of the Shackelford overpass).

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 4:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Bud Laumer

**Email:** bud.laumer@gmail.com

**Address:** 13320 Beckenham Dr  
Little Rock, AR 72212

**Telephone:** 501-529-9676

**Message:**

Please add the following as my comments. I have excerpted recognized experts to avoid any question regarding the source or validity of my concerns.

Beyond the specifics of this project, my larger concern is the complete absence of academically prepared planners in your Planning unit (TPP). For contrast, please see TNDOT where Toks Omishakin M.U.R.P. is the Deputy Commissioner / Chief of Environment and Planning

Toks.Omishakin@tn.gov

Source: <https://www.tn.gov/tdot/about/tdot-organizational-charts/chief-of-environment.html>

Source: <https://nacto.org/person/adetokunbo-toks-omishakin/>

Toks currently serves as vice chair of the AASHTO Council on Active Transportation, first convened in the fall of 2017.

In 2011, Toks was appointed Assistant Commissioner and Chief of the Bureau of Environment and Planning at the Tennessee Department of Transportation (TDOT). In this position, he guides TDOT's continued success in establishing transportation planning, policy, and performance and the necessary communication that is required with other governmental agencies, organizations, and the general public and legislative bodies. He is responsible for the bureau's administrative and project budget that exceeds \$250 million annually. He leads the activities of the divisions of Environment, Long-Range Planning, Project Planning and Multimodal Transportation Resources.

Prior to joining TDOT, he served as the Director of Healthy Living Initiatives in the Office of Mayor – Karl Dean in Nashville, Tennessee. There he led efforts to develop a Complete Streets policy for Nashville and helped established a more balanced approach to transportation planning and design for the city. He was the Mayor's liaison to several council's and boards appointed to improve the built environment and livability of the city. Mr. Omishakin has been a speaker and presenter at several national and international conferences.

He holds a Master's Degree in Urban and Regional Planning (MURP) with concentrations in transportation planning and urban design from Jackson State University, and a Bachelor of Science degree in Engineering Technology from Mississippi Valley State University. His work has been published in The American Journal of Preventative Medicine and profiled in The Wall Street Journal,

HBO Documentaries and Newsweek magazine. Mr. Omishakin is an active member of the American Planning Association, Association of Pedestrian & Bicycle Professionals and the Institute of Transportation Engineers.

Source: <http://americawalks.org/about-us/leadership/adetokunbo-toks-omishakin/>

The contrast cannot be any clearer. TNDOT maintains a robust planning unit whose staff is dispersed across districts and actively engages in communities across the state to provide a full range of mobility options.

The absence of any real long-range planning activity and ARDOT's total reliance on engineers in its planning efforts results in planning efforts that tend to be project specific and volumetric in the nature of the analysis performed. If delay were to no longer be the final answer to every question here, it is unclear what sort of measures would be applied. And yet, the trend across the nation is away from volume and delay and towards measures more familiar to members of the American Planning Association and the Congress for New Urbanism.

Link: <https://www.cnu.org/our-projects/cnu-ite-manual>

If you are successful in creating this urban divide in Little Rock, your project could easily and nearly immediately added to the list of Freeways without Futures Link: <https://www.cnu.org/our-projects/highways-boulevards>

Please consider comments offered by the Director of WSDOT sourced today from the AASHTO Journal: <https://news.transportation.org/Pages/072018millar.aspx#.W1XWL6CGBNA.twitter>

WSDOT's Roger Millar: "We Must Become Stewards of the Transportation System"

Roger Millar, secretary of the Washington Department of Transportation, sees many challenges ahead for state DOTs – especially as pressure on existing capacity keeps rising while the funding required to keep the state's transportation network ship-shape continues to shrink.

"We like to talk about traffic congestion as an issue, but it is actually a symptom of a larger problem – and the problem is we don't provide affordable housing and transportation solutions," he explained during the keynote speech at the American Association of State Highway and Transportation Officials 2018 Joint Policy Committee meeting in Spokane, Washington, on July 18.

"We have a rich list of transportation options for the rich that can afford to live in our cities – the rest are forced to drive. And they drive vehicles that often can't make the trip" because of the condition they are in, Millar said.

Millar's comments came as the lead-in to a panel discussion among state DOT CEOs that included: Scott Bennett, director of the Arkansas DOT and chair of AASHTO's committee on planning.

And building more capacity is fiscally out of the question anyway, he added. "We asked ourselves, what would it cost to solve traffic congestion? To be able to drive 60 mph on the interstate whenever we wanted to? We found out it would cost \$115 billion, or a \$2.20 to \$2.50 per gallon increase in the gas tax," Millar said.

"So what we are talking about when try to solve congestion is something financially impossible to do. Congestion is not a failure on the state DOT's part – it is a problem we simply cannot solve," he emphasized. "And this does not address growth in the economy or capacity on other routes, for what happens at the end of ramp to a local road when you double or triple size of freeway?"

Millar pointed out that managing demand on the system is the key. "Our biggest source of capacity in the system is reducing demand; getting more people to telework, travel at off-peak hours, and by making off-system travel improvements such as adding bike lanes changes demand on system," he explained. "That way we add capacity but only where it makes sense."

I could go on here with examples from my experience working with John Norquist in Milwaukee, and dozens of other agencies, but time is running out on the comment period and I delayed sending this until after offering my resignation here at ARDOT.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 6:04 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Alex Morgan

**Email:** matrod\_morgan@yahoo.com

**Address:** 805 cross street

**Telephone:** 5013038401

**Message:**

If getting across the river is such an issue then you need to look at another bridge downstream instead, because you have to think about people from midtown and west little rock too. I remember in one of your studies that said if you build a new bridge it would reduce the need for 10 lanes on I-30. What else would make sense is to complete the North Belt Freeway because I notice ever since the incompetent visionless Metroplan decided to take it off you decided to go with 10 lanes which majority of the people didn't want. Once the construction is said and done you need to make that green space into a parking lot because of the amount of traffic that you're pushing through downtown they are going to need a place to park. Please listen to people instead of corporations when we say this is too much and look at another alternative like a new bridge or a transit regardless of what your bias studies say. We need less engineering and more common sense because with common sense you would have looked at other alternatives to get around, the north belt freeway would be completed by now, you would put more lighting on our freeways instead relying on the cities and you would improve Interstate 30 by phases instead of all at once because as a taxpayer who voted for this, I as well as every other taxpayer is outraged on how this CAP program turned out to be a sham when you said that this would be a FOUR LANE highway program not a 5 8 or 10 lane program and you are trying to spend majority of that money on this piece a crap of a boondoggle that majority of the people didn't want. SHAME ON YOU ARDOT!!! YOU HAVE SOLD US OUT!!!!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 6:06 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Elizabeth speck-kern

**Email:** desk@aristotle.net

**Address:** 209 crystal ct

**Telephone:** 5019202387

**Message:**

Having lived in Little Rock most of my life, i have seen several successful and unsuccessful revitalization efforts. The plan to widen I-30 downtown would be detrimental to the city.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 6:10 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Mitzi M. Griffin, Esq.

**Email:** mmgriffin1@ualr.edu

**Address:** 411 East 9th Street Apt A  
Little Rock, AR 72202

**Telephone:** 5015542732

**Message:**

Don't expand I-30 capacity. I live downtown and this will be horrible for my community. One reason we all love it so much and why tourists love it is because the area is walkable and safe and comfortable for pedestrians and cyclists to get around. Please don't ruin the feel and charm of downtown by expanding I30.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 7:06 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Karen Dipippa

**Email:** kdipippa@dolr.org

**Address:** 1 Deming PI LR 72223

**Telephone:** 501-690-5920

**Message:**

Studies have shown that expansions do not decrease traffic but create more traffic, increase noise, air and light pollution. We are responsible to create as much green space in the city as possible. Please be responsible and do not add more lanes disrupting downtown businesses and making it more impossible to cycle to work. Please explore other avenues to solve any bottle neck spots in the current route.

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 8:41 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Brad Minnick  
**Email:** jbminnick@ualr.edu  
**Address:** 300 East 3rd  
Little Rock, 72201  
**Telephone:** 501.786.7909

**Message:**

This whole process has been ridiculous!! The highway department has, from the beginning, known what it wants to do and has rolled over everyone to get their way. Note the overwhelming opposition to this proposed project from comments that seemingly are discarded. You plow ahead under the auspices of taking suggestions, yes, but when it comes to listening to those suggestions, no!

I do not support this 6 lane highway with four lanes of connector distributors. Please just fix the bridge. Otherwise, use money to fix the existing miserable highway conditions. Can't we learn from history? The noise, the pollution, the plummeting property values, the extra traffic, etc. Is the highway department bent on re-ruining this city after the city has fought its way back to popularity, prosperity and relevance?

Please don't do what Houston has done. When you build bigger and wider roads, you will attract more traffic, cause more congestion and for what? I commute both from downtown and back downtown each day, and it takes little more than twelve to fifteen minutes from mid-town. I was raised in Philadelphia, Detroit and Pittsburgh and whoever is complaining about traffic here has no concept of the reality of true urban congestion and navigating difficult rush hours. Besides, we have smart phones that help aid our navigation and provide several alternative routes.

This project is wasted money, wasted time, wasted effort and for what? 5 or 6 minutes of travel time? I have little faith that these comments will do any good and, in fact, this is the first public forum I've ever commented about on-line. But, this is so important to me that I feel the need to do so.

Please be forward thinking--have imagination-- imagine rail, self-driving cars and use the money to fix the pitiful roads you should be maintaining. Finally, the environmental impact of this expansion will be both unacceptable and devastating to all who live in the city. Further research and study must be done in which you truly consider alternative options. For once in the history of Arkansas, please don't put a self-serving project that will only negatively impact our city, our communities and many of our businesses in the way of smart choices.

Please keep 3rd street as two lanes and keep the parking. Don't ruin this charming area.

I'm ashamed of this whole mess!

## Connecting Arkansas Program

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**From:** info@connectingarkansasprogram.com  
**Sent:** Friday, July 27, 2018 9:31 PM  
**To:** info@connectingarkansasprogram.com  
**Subject:** 30 Crossing Public Hearing Comment

**Name:** Eldon Eugene Pyburn

**Email:** epyburn@gmail.com

**Address:** 6 Jasmine Cove

Sherwood

**Telephone:** 5016583358

**Message:**

As someone who commutes through this area daily, I do not think adding capacity to I30 is a good idea. Please consider alternatives that divert traffic around this tourist and pedestrian area.

## Connecting Arkansas Program

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**From:** smtmiles <smtmiles@aol.com>  
**Sent:** Sunday, July 29, 2018 7:49 AM  
**To:** info@connectingarkansasprogram.com  
**Subject:** Re: 30 Crossing Public Hearing Comment  
**Attachments:** 20180727 Submitting I30 Comment Letter.pdf

Mr. Hetzel,

We are also submitting comments on letterhead. There didn't seem to be a way to include the formal letterhead when we submitted comments on your comments page. Please find attached.

Sheila Miles, President  
Wright Avenue Neighborhood Association, Inc.  
Smtmiles@aol.com  
(501) 944-1827

----- Original message -----

**From:** info@connectingarkansasprogram.com  
**Date:** 7/27/18 4:27 PM (GMT-06:00)  
**To:** smtmiles@aol.com  
**Subject:** 30 Crossing Public Hearing Comment

Thank you for providing us with your comments. Your comments have been submitted to the project team and will be included in the project record. After the comment period ends, a public hearing document will be prepared and will include all comments received along with standard responses to the comments. In addition, all comments will be posted on the 30 Crossing website upon the completion of the public hearing document.

Jon Hetzel  
CAP Communications Manager  
501-255-1519  
Info@30Crossing.com



**WRIGHT AVENUE NEIGHBORHOOD ASSOCIATION**  
*Building a Stronger Community*

P. O. Box 165084  
Little Rock, AR 72216  
501-944-1827  
smtmiles@aol.com

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**501(c)(3) Not-for-Profit**

July 27, 2018

Arkansas Department of Transportation (ARDOT)

The residents of the Wright Avenue Neighborhood Association, Inc. (WANA) are rather apprehensive about the Arkansas Department of Transportation (ARDOT) I-30 expansion (and I-630) and requests a full Environmental Impact Statement offering a clear explanation on how all this interstate-building will impact our historic neighborhoods.

Located in heart of Little Rock Arkansas, the Historic Wright Avenue Neighborhood boasts of being home to the largest collection of historic homes within the City of Little Rock. The neighborhood is bounded south side of 17<sup>th</sup> Street on the north, Roosevelt Road on the south, Dr Martin Luther King Jr on the east, and Thayer Street on the west. Although the neighborhood is diverse, it is predominantly African American and spans age, gender, and varying income brackets. Our neighborhood earned national recognition and was awarded Neighborhood of the Year Award (2<sup>nd</sup> place) in the Social Revitalization category for our Annual *Movies on the Boulevard* event—a free community outdoor movie with free concession.

Traditionally highways divide cities and destroy neighborhoods--particularly predominantly African American neighborhoods. Ninth Street was a thriving successful African American business and entertainment district in Little Rock from the 19<sup>th</sup> century through the early 20<sup>th</sup> century. This close-knit self-sufficient African American community had all the services needed in the once booming Ninth Street business corridor. By 1959, the thriving business district reached over 100 businesses including doctors, dentists, drug stores, hospital, grocery stores, jewelers, hotels, taxis, theaters barbers, beauty shops, service stations, tailors, restaurants, colleges, churches, and more. Despite segregation, the Ninth Street business community provided jobs and created a high level of self-reliance. Neighborhoods face ongoing neglect and stillborn investment.



**WRIGHT AVENUE NEIGHBORHOOD ASSOCIATION**  
*Building a Stronger Community*

P. O. Box 165084  
Little Rock, AR 72216  
501-944-1827  
smtmiles@aol.com

Building Interstate 630 contributed to the decline of the thriving Ninth Street business district; it plowed through the middle of the vibrant close-knit self-sufficient African American community—dividing and destroying the neighborhood. There is aftermath from this type of devastation.

Across the country, cities have embraced the funds, mostly funded by Federal Highway Act, to build roads that disproportionately displace and destroy the once vibrant successful African American communities. In addition to the destruction of Little Rock's Ninth Street and neighborhoods south of I-630, highways have destroyed inner cities such as Birmingham Alabama, Charlotte (Brooklyn) North Carolina, Dallas(Oak Cliff) Texas, Jacksonville Florida, Baltimore Maryland, Detroit Michigan, Richmond Virginia, Syracuse New York, etc. The list goes on and on. Example after example the story is the same. The inner city becomes underserved while the federally funded highways are built to accommodate people who leave the heart of the city driving home to the suburbs.

I have read your Environment Assessment including the Community Impact Technical Report and appendices. More detail is necessary. For example, specifically what are you saying in this excerpt from your report..."The direct displacement and relocation or alteration of homes, businesses or public facilities may lead to indirect effects such as changes to neighborhood cohesion, neighborhood stability, the local economy, access to specific services or products, recreation patterns at public facilities and cultural values. As previously described, the majority of the proposed improvements will take place within existing ROW. The proposed project would potentially result in six residential displacements for all Action Alternatives."

Your Environment Assessment inadequately explains the impact of your proposed changes to the neighborhood. I saw the addresses of the displaced commercial businesses. What are the addresses of the proposed residential property owners being displaced? Which properties will require alterations and what type of alterations? What are the displaced residents' racial, gender, and age makeup? Which proposed displaced properties are African American property owners? How many renters? Do you classify landlord properties as businesses? Your plan indicates you have relocation assistance for businesses. With what percentage of the relocation cost will you assist? Your assessment estimates 75 jobs will be displaced. Do you pay the businesses' employees during the transition time? What is your plan to help sustain displaced businesses? What is your plan to assist these individuals find employment if jobs are lost? You reached out to the city to get their opinion about the proposed changes. What are the opinions of each of the proposed displaced property owners and business owners? Bike lanes and parks are insignificant when the basic needs of residents are stripped away.



**WRIGHT AVENUE NEIGHBORHOOD ASSOCIATION**  
*Building a Stronger Community*

P. O. Box 165084  
Little Rock, AR 72216  
501-944-1827  
smtmiles@aol.com

In your report, you stated ARDOT will assist displaced residents under the Uniform Act. Your research estimates the residential appraised values range from \$29,200 to \$53,500; however the sales histories range from \$47,000 to \$147,000. This doesn't add up. Your appraised values are approximately 40% - 60% less than market value. What appraiser did you use? If a house cost \$47,000 and you propose to pay your appraised value of \$29,200, the basic needs of the resident are not being met. Are you going to pay dislocated residents based on your extremely low appraised values or the sales/market values?

A family member recently experienced the impact of an ARDOT highway expansion, and it was not a pleasant one. The property owners directly affected were mostly low-income senior citizens with no mortgage and fixed incomes. The ARDOT staff bullied and intimidated these elderly owners who would not agree to low-ball offers. Staff was disrespectful and would use the verbiage 'you people' when the owners refused to comply. I observed an ARDOT staff member yell at a senior citizen who asked a question. This was a classic example of "don't question me, just follow along and comply".

The WANA board and membership voted to submit public comments. We are requesting a full Environmental Impact Statement offering a clear explanation on how all this interstate-building will impact our neighborhoods.

Sheila Miles, President  
Wright Avenue Neighborhood Association, Inc  
[smtmiles@aol.com](mailto:smtmiles@aol.com)  
(501) 944-1827

McVey, J. (2015, March). Life on the Line: a History pin Tour of Little Rock's West Ninth Street. Retrieved from [www.dighist.org/2015/03/life-on-the-line-a-historypin-tour-of-little-rocks-west-ninth-street/](http://www.dighist.org/2015/03/life-on-the-line-a-historypin-tour-of-little-rocks-west-ninth-street/).



**DEPARTMENT OF THE ARMY**  
LITTLE ROCK DISTRICT, CORPS OF ENGINEERS  
POST OFFICE BOX 867  
LITTLE ROCK, ARKANSAS 72203-0867  
www.swl.usace.army.mil

July 27, 2018

Regulatory Division

ACTION NO. SWL 2014-00257-1

Mr. John Fleming  
Division Head, Environmental Division  
Arkansas Department of Transportation  
PO Box 2261  
Little Rock, Arkansas 72203-2261

Dear Mr. Fleming:

This is in regard to the Arkansas Department of Transportation (ArDOT) Interstate 30 bridge replacement and highway improvements (30 Crossing) project. The proposed project involves the widening of Interstate 30 in Little Rock and North Little Rock between Interstate 40 and Interstate 530, including the Arkansas River Bridge spanning the McClellan-Kerr Arkansas River Navigation System (MKARNS), and improvements to Interstate 40 from JFK Boulevard to Highway 67. The Environmental Assessment (EA) was made available for comment on June 8, 2018.

As a cooperating agency, we have the following comments in regard to the EA and the proposed design of the project:

- For the Arkansas River Bridge, the bottom elevation of the web wall set at elevation 233.0 feet mean sea level (msl) presents a possible safety hazard to recreational vessels with a 2-foot opening from the bottom of the wall to normal pool elevation (231.0 feet msl) and could allow part of their vessel to proceed underneath the wall when navigating close to the pier. We recommend lowering the bottom of the web wall to elevation 231.0 feet msl or lower to remove the possible hazard. We request that you provide additional details/plans/drawings for the web wall design so that we can review before the bridge design is final.
- In the Cumulative Impacts Section, a discussion should be included regarding the new development that is currently under construction located north of Dark Hollow and is known as The Pointe at North Hills Apartments. We have development information associated with the Dark Hollow area that can be provided.
- In the Cumulative Impacts Section, you should verify that the statement, "Therefore, the historic decline in water resources is not likely to continue and is not a concern due to the large amount of wetlands and floodplains present in the project watershed",

is accurate since many publications state that there is actually a slow and steady decline of water resources due to development.

- A detailed explanation should be provided in the EA as to how Level of Service (LOS) and peak traffic are related since they are considered in the alternatives analysis and are used to develop the purpose and need.
- We recommend additional language or re-wording the Environmental Justice Section to clearly state that all of the alternatives would have approximately the same impacts on minority populations. Also, we recommend adding some historical discussion regarding the disproportionate impacts of transportation projects on minority populations either in the main document or in the Community Impacts Technical Report.
- Under Section 14 of the Rivers and Harbors Act of 1899 and codified in 33 U.S.C. 408 (commonly referred to as “Section 408”), the Corps must review any proposals by private, public, tribal, or other federal entities, to make alterations to, or temporarily or permanently occupy or use, any U.S. Army Corps of Engineers federally authorized Civil Works project. For legal sufficiency and so that we can make an accurate determination, please include a discussion of the Section 408 issues.
- In the Wetlands Impacts Section, for the question, “What are jurisdictional wetlands?”, we recommend re-wording to state that jurisdictional wetlands are areas adjacent to rivers or streams that are periodically inundated or saturated with water and are identified by their hydrology indicators, plant communities and soil characteristics.
- We also recommend adding another informational blue box in the Wetlands Impacts Section that reads, Why are wetlands important? They provide important functions and services for the public such as storing flood waters, filtering pollutants and providing valuable habitat for many species of fish and wildlife.
- For impacts to waters of the U.S., we recommend adding language describing avoidance and minimization measures. For example, at the Interstate 40/U.S. Highway 67 Interchange where wetland impacts are the greatest, please describe any alignments, design configurations, construction methods, etc., that were considered and the reason(s) they were or were not carried forward as part of the proposed project.

We appreciate the opportunity to comment. If you have any questions, please contact Johnny McLean or Chris Joyner at (501) 324-5295 and refer to Action No. **SWL 2014-00257-1, ArDOT – 30 Crossing (Interstate 30 Bridge Replacement and Highway Improvements)**.

Sincerely,



M. Elaine Edwards  
Chief, Regulatory Division

Copy Furnished:

Federal Highway Administration, Mr. Randal Looney  
US Fish and Wildlife Service, Mr. Lindsey Lewis  
Environmental Protection Agency, Ms. Wanda Boyd  
US Coast Guard, Mr. Eric Washburn and Mr. David Orzechowski  
Section 408 Coordinator, Ms. Julia Smethurst  
Ch, Real Estate Division, Mr. Jason Mann  
Ch, Navigation and Maintenance Section, Mr. James McKinnie  
Ch, Hydraulics and Technical Services Branch, Mr. Mike Biggs  
Ch, Office of Counsel, Ms. Jacqueline Bouchard  
Garver Engineering, Mr. Bill McAbee  
Ch, Regulatory Enf Branch, Mr. Bradley Myers

July 26, 2018

To the attention of:

Danny Straessle

Public Information Officer

Arkansas Department of Transportation (ARDOT)

This serves as a cover letter for the Arkansas Department of Transportation's (ARDOT)

Citizen Comment Form

Submitted by:

Roger Chinn, Vice-President

River Market Tower

Property Owners Association



# ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)



## CITIZEN COMMENT FORM

**PUBLIC HEARING**  
WYNDHAM RIVERFRONT  
(SILVER CITY ROOMS)  
2 RIVERFRONT PLACE, NLR, AR  
4:00 – 7:00 P.M.  
THURSDAY, JULY 12, 2018

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

Make your comments on this form and leave it with the 30 Crossing Project Team or with ARDOT personnel at the meeting or mail/email by **Friday, July 27, 2018**. In addition, an electronic comment form is available on the 30Crossing.com website. Remember, your comments must be in writing or recorded on tape to be considered part of the official record of the public hearing.

ARDOT 30 Crossing Public Hearing  
Attn: Jon Hetzel  
4701 Northshore Drive  
North Little Rock, AR 72118.

**Email:** Info@30Crossing.com  
**Online Form:** 30Crossing.com

(Please Block Print)

Name: Roger Chinn - Vice President of the River Market Tower POA

Address: 315 Rock Street Phone: (501) 772 - 9858

Unit #606  
Little Rock, AR 72202

E-mail: 68stangeatt.net

Comments / Suggestions: Please see the enclosed attachment.  
The attached is a petition signed by several residents  
that reside in the River Market Tower located at 315 Rock St.  
concerning the I-30 crossing.

July 23, 2018

Jon Hetzel, Communications Manager  
ARDOT



The signatories below are residential owners in the River Market Tower (315 Rock Street, between 3<sup>rd</sup> and 4<sup>th</sup> Streets). We would like to voice our strong opposition to the proposed changes to 3<sup>rd</sup> Street between Cumberland and Interstate 30. The proposed changes include replacing stop signs with street lights, increasing traffic speeds, and increasing the traffic count from 4,200 to 11,000 on 3<sup>rd</sup> Street. It was also stated that on-street parking may be eliminated.

Eliminating the on-street parking will cause an undue burden to the merchants and restaurant owners on 3<sup>rd</sup> street for deliveries and patrons. Additionally, this will severely limit parking for visitors to the River Market Tower. The additional traffic and speeds will cause hazards to pedestrians. We enjoy the current walkability of our neighborhood. Please consider the potential devaluation to the residential properties of the River Market Tower, 300 Third, and Arkansas Capital Commerce Buildings. The investment of these three properties alone are more than \$100,000,000.

The Residential Owners of the River Market Tower

Signature	Name	Condo Unit Number
<u>Bradley E. Workman</u>	<u>Bradley E. Workman</u>	<u>1801</u>
<u>Katherine L. Workman</u>	<u>Katherine L. Workman</u>	<u>1801</u>
<u>Beth Hathaway Barnes</u>	<u>Beth Hathaway Barnes</u>	<u>607</u>
<u>Bryan Pitts</u>	<u>Bryan Pitts</u>	<u>1103</u>
<u>Janell Mason</u>	<u>Janell Mason</u>	<u>1800</u>
<u>Nell Lyford</u>	<u>Nell Lyford</u>	<u>1602</u>
<u>Roger Chinn</u>	<u>Roger Chinn</u>	<u>606 / 704</u>
<u>Arlene Hardwick</u>	<u>Arlene Hardwick</u>	<u>1702</u>
<u>Bob Barnes</u>	<u>Bob Barnes</u>	<u>607</u>
<u>Lisa McNeil</u>	<u>Lisa McNeil</u>	<u>1804</u>
<u>Andrew B. meadow</u>	<u>Andrew B. meadow</u>	<u>1707</u>

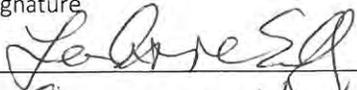
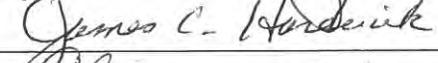
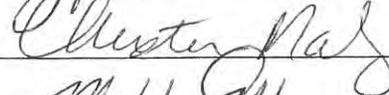
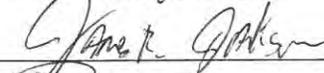
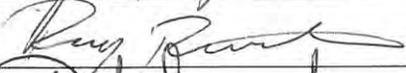
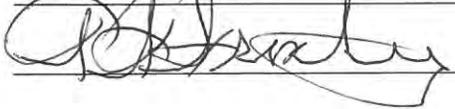
Signature	Name	Condo Unit Number
	Laura Redden	604
	NANCY VINSON	1105
	DOUGLAS FRANK	1609
	CLARK MASON	1800
	Alicia Rucker	1203
	Melissa Bond	1401/605
	JAMES G. TUCKERS, JR.	1411
	HENRY G. MENALLS JR.	1606
	Janis Harrison	606
	Austin Grimes	1007
	Robert M. Lyford	1607
	JERRY F. PAVLAS	1210
	PAULA SCHMIDT	1011
	JAMES SCHUAREZ	1409
	Karen Gattis	811
	ROBERT J. AGUILAR	908
	Elizabeth Weedyard	1307
	MARY LUE FRANK	1609
	<del>DUFF VINSON</del>	1105
	Sue Wolfe	1305
	<del>Star Rucker</del>	1203
	Leila King	709
	John Bohannon	1206

also con-  
cerned about  
4th St.

Signature

Name

Condo Unit Number

	Lee Anne Eddy	1706
	James C. Hardwick	1702
	Christine Mabrey	1607
	Michael Seits	810
	JAMES R. JACKSON	911
	Robert RICHARDSON	1302
	Tom Armstrong	1408