



Visioning Workshop #1

November 19, 2014



CA0602

I-530 TO HWY 67



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Chapter 1

INTRODUCTION

Visioning Workshop #1

INTRODUCTION

Overview of CAP

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

The Connecting Arkansas Program:

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

Overview of I-30 Corridor

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



I-30 corridor with right of way

VISIONING WORKSHOP MEMBERS

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

Little Rock

Mayor Mark Stodola

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

North Little Rock

Mayor Joe Smith

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

Pulaski County

Judge Buddy Villines

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

INTRO TO VISIONING WORKSHOP

Visioning Workshop Purpose and Scope

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

Visioning Workshop Quick Facts

WHAT: I-30 Visioning Workshop

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

JOB OWNER: Arkansas State
Highway and Transportation
Department

DATE: November 19, 2014

TIME: 8:15 a.m. – 4:00 p.m.

WHERE : Garver

ADDRESS: 4701 Northshore Drive,
North Little Rock, Arkansas

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



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

Red:

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

Green:

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

Blue:

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

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

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

EXAMPLES OF GRAPHICS USED AT VISIONING WORKSHOP

FOR FULL SIZE, SEE APPENDIX

PURPOSE & NEED

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

Purpose & Need developed in consultation with Project Partners (Stargistics, City of Little Rock and North Little Rock, and Pulaski County), the Technical Study Group, and the public.

CDX002 Interstate 530 - Highway 67

STUDY GOALS

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

Study Goals developed in consultation with Project Partners (Stargistics, City of Little Rock and North Little Rock, and Pulaski County), the Technical Study Group, and the public.

CDX003 Interstate 530 - Highway 67

ALTERNATIVE SCREENING PROCESS

Types of Alternatives

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

Universe of 43 Alternatives

LEVEL 1 SCREENING

ELIMINATED ALTERNATIVES

- Eliminated Truck Lane/Function
- Eliminated Lanes (Highways)
- Eliminated Lanes (Bridges)
- Heavy Rail
- High-Speed Rail

38 Preliminary Alternatives

LEVEL 2 SCREENING

Results: No Action Option and Several Reasonable Alternatives

CDX002 Interstate 530 - Highway 67

UNIVERSE OF ALTERNATIVES

Highway Build Main Lane Widening Main Lane Travel Lane/Function Elevated Lanes Collector / Distributor (C/D) Roads Dedicated Truck Lane/Function Auxiliary Lanes Freeway Road Improvements Intersection Improvements Interchange Improvements Ramp Consolidation / Elimination Roadway Shoulder Improvements Horizontal / Vertical Curve Improvements Bridge/Deck Removal Express Route	No Action
I-30 Bridge I-30 Arkansas River Bridge Rehabilitation I-30 Arkansas River Bridge Replacement I-30 Arkansas River Bridge Elevated Lanes	Other Modes Aerial Bus Transit Light Rail Light Rail Rapid Transit Heavy Rail Rapid Rail Commuter Rail
Congestion Management Information Systems / Advanced Travel Information High Occupancy Vehicle (HOV) Managed Lanes Reversible Lanes Ramp Metering Hard Shoulder Running Transient Demand Management (TDM) Wayfinding / Signage Access Improvements Land Use Policy	Non-Recurring Congestion Management Crash Investigation Sites Roadwork / Hazard Area Roadwork Improvements to Detour Routes Variable Speed Limits (Speed Harmonization) Queue Warning

CDX002 Interstate 530 - Highway 67

SCENARIOS FOR FURTHER EVALUATION

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

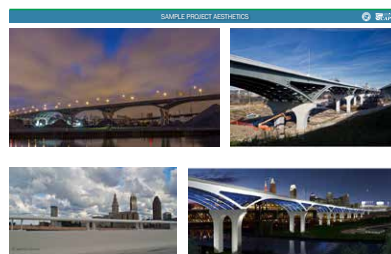
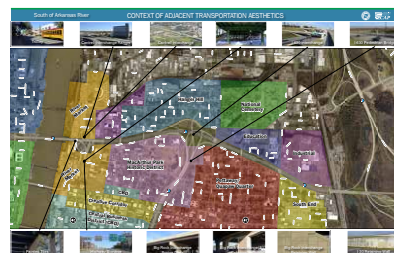
CDX002 Interstate 530 - Highway 67

MAINLANE TYPICAL SECTIONS - EXAMPLE 1

Scenario 1 (6 Lanes) Scenario 2 (8 Lanes) Scenario 3 (10 Lanes) Scenario 4 (12 Lanes)

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

CDX002 Interstate 530 - Highway 67



ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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Director
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AGENDA

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

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

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

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

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

AHTD CSS Visioning Workshop
11/19/14

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

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

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

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

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

11:30-12:30 Lunch (provided)

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

1:30-2:00 Break

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

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

3:30-4:30 Summaries Discussion

4:30 Adjourn

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Chapter 2



BREAKOUT SESSION: MOBILITY/CONNECTIVITY

Visioning Workshop #1



BREAKOUT SESSION: Mobility/Connectivity

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

The mobility and connectivity sessions centered around seven major categories:

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

CORRIDOR ACCESS RAMPS

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

FRONTAGE ROADS

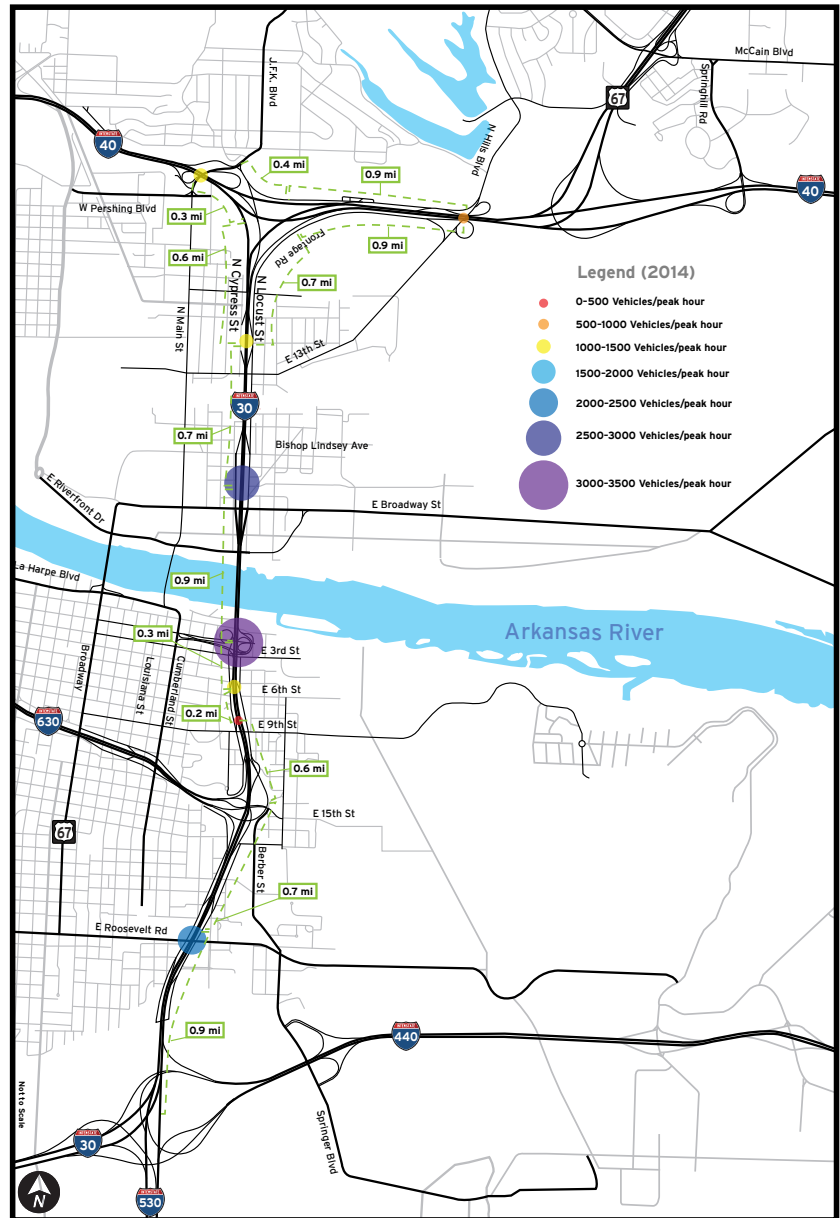
The work groups did not focus an abundant amount of time on frontage roads. However one area seemed to receive the most attention related to this issue. The area is in North Little Rock between East 13th Street and East 9th Street to the South. All groups felt that a continuation of frontage roads between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



INTERCHANGE CONFIGURATIONS

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

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



BICYCLE AND PEDESTRIAN CONNECTIVITY

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



CROSS-STREET CONNECTIVITY

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



MASS TRANSIT CONNECTIVITY

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

VISUAL CONNECTIVITY

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



BREAKOUT SESSION DISCUSSION SUMMARY

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

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



Chapter 3



BREAKOUT SESSION: URBAN DESIGN/AESTHETICS

Visioning Workshop #1



BREAKOUT SESSION: Urban Design/Aesthetics

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

CORRIDOR GRADE CONDITIONS

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

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



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



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



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



VIEW FROM (THE ROADWAY)



VIEW TO (THE ROADWAY)



FOR FULL SIZE, SEE APPENDIX

VIEW FROM AND VIEW TO THE ROADWAY

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

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

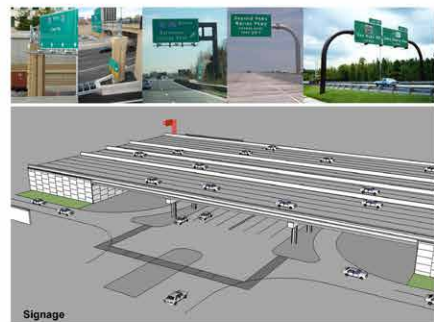
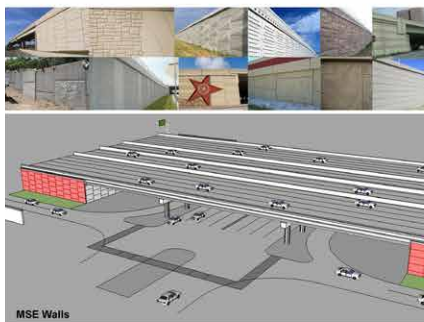
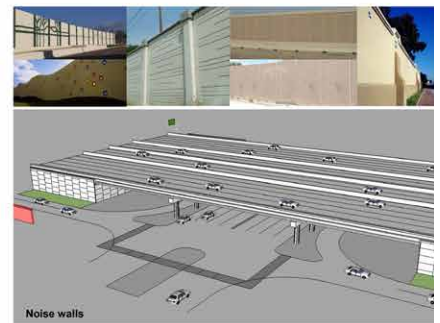
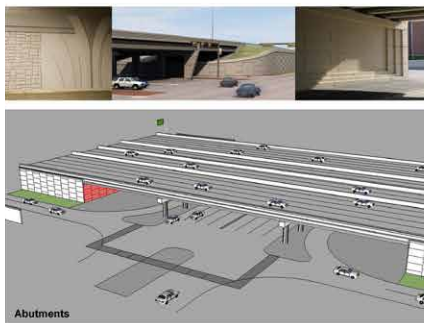
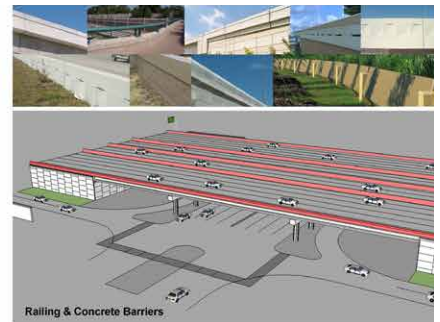
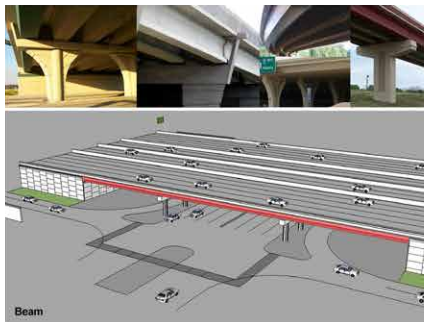
driver is on fill and at grade, meaning the driver primarily is viewing the roadway, mainlane traffic barriers, signage, and predominantly a view off to adjacent neighborhood. Structural elements such as bridges only come into view when interchanges are crossing over the mainlanes or when the mainlane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

AESTHETIC ELEMENTS

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

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

AESTHETIC ELEMENTS BOARD



FOR FULL SIZE, SEE APPENDIX

AESTHETIC CHARACTER

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

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

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

PROGRESSIVE / MODERN



NEUTRAL / TRANSITIONAL



NOSTALGIC / HISTORIC



FOR FULL SIZE, SEE APPENDIX

AESTHETIC APPLICATION

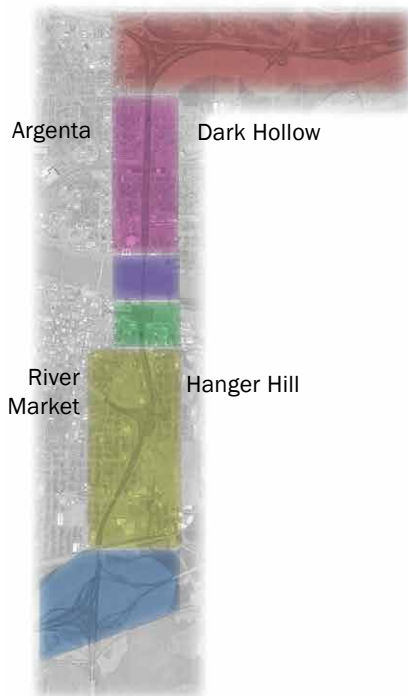
Given the scale, complexity and varied condition of the study corridor, the opportunity exists to develop differing aesthetic approaches relative to differing conditions or proximities. Differing application approaches of aesthetic styles could reflect the following arrangement:

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

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

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

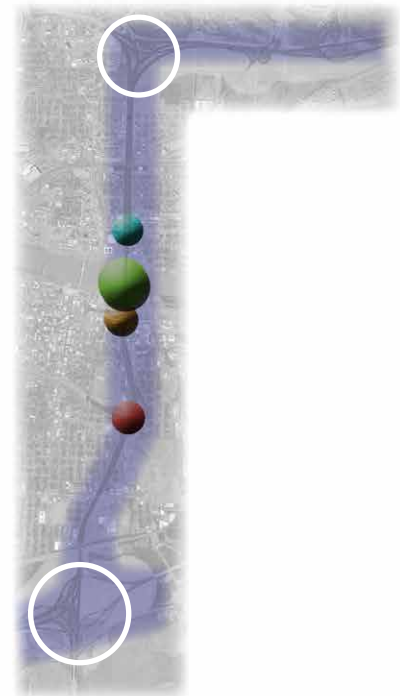
DISTRICT APPLICATION



CORRIDOR APPLICATION



FOCUSED APPLICATION



BREAKOUT SESSION DISCUSSION SUMMARY

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

Aesthetic Application

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

Architectural Character

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

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

Urban Design

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

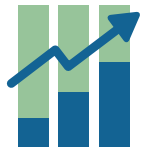
Mobility goals for U-turn lanes in conjunction with pedestrian connectivity and increased visual connectivity goals necessitate layback abutments and possible multi-span bridges.

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

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Chapter 4



BREAKOUT SESSION: ECONOMIC DEVELOPMENT

Visioning Workshop #1



BREAKOUT SESSION: Economic Development

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

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

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

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

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

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

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

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

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



Chapter 5

TEAM REPORT SUMMARIES

Visioning Workshop #1



TEAM REPORT SUMMARIES

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

CHRIS EAST (RED)

Aesthetics

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



RED TEAM

Economic Development

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

Connectivity

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

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

MASON ELLIS (GREEN)

Economic Development

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



GREEN TEAM

Mobility

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

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

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

Aesthetics

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



BLUE TEAM

JENNIFER HERRON (BLUE)

Aesthetes / Economic / Mobility

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

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



APPENDIX

Visioning Workshop #1

VISIONING WORKSHOP - MATERIALS ON FLASH DRIVE

Sign In

Visioning Workshop Sign In Sheet.pdf

Group Materials

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

Mobility/Connectivity

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

Urban Design/Aesthetics

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

Economic Development

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



Breakout Session Notes

Blue

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

Green

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

Red

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

Whiteboards

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

REPORT

Visioning Workshop Report.pdf