



Public Meeting #6

04/26/16

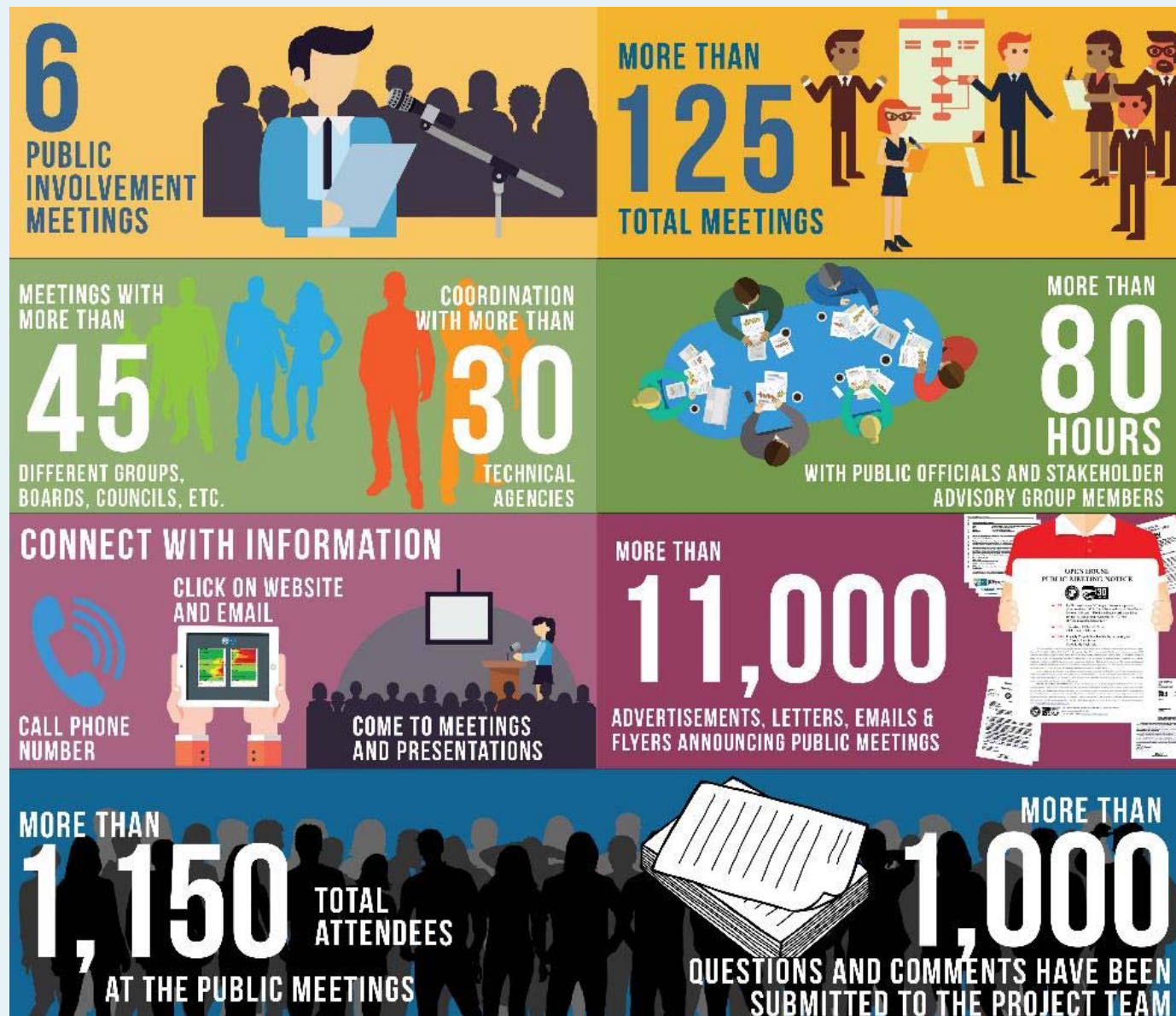


Meetings and Outreach

- Public Meeting #5
- Town Hall
- Cities of Little Rock and North Little Rock
- Nelson\Nygaard and StudioMAIN
- Various stakeholders, legislators, committees, and organizations



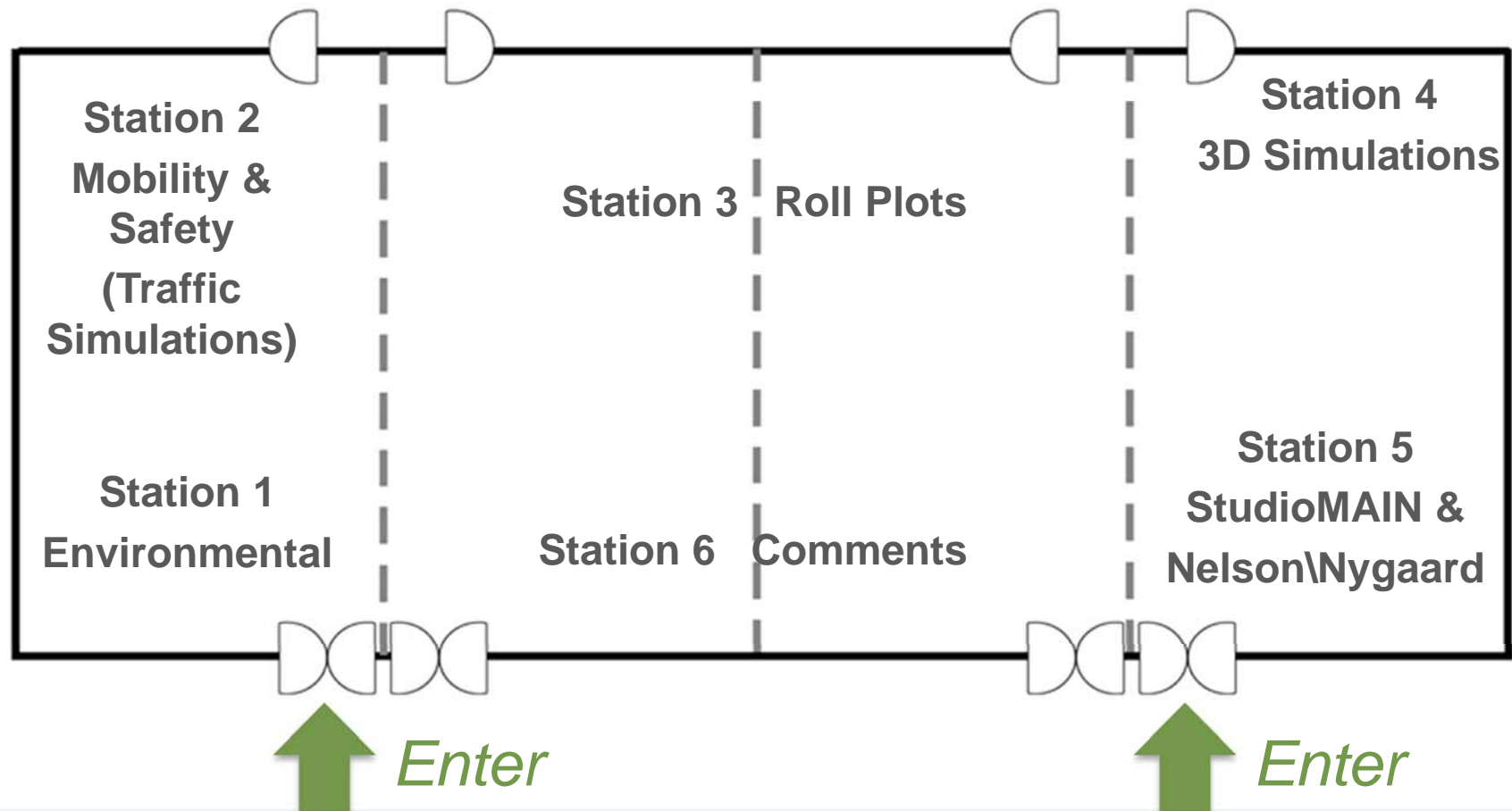
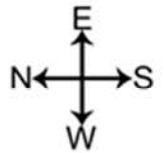
30 Crossing Public Involvement



What To Expect Tonight



WYNDHAM RIVERFRONT
2 Riverfront Place, North Little Rock, AR 72114 (501) 371-9000



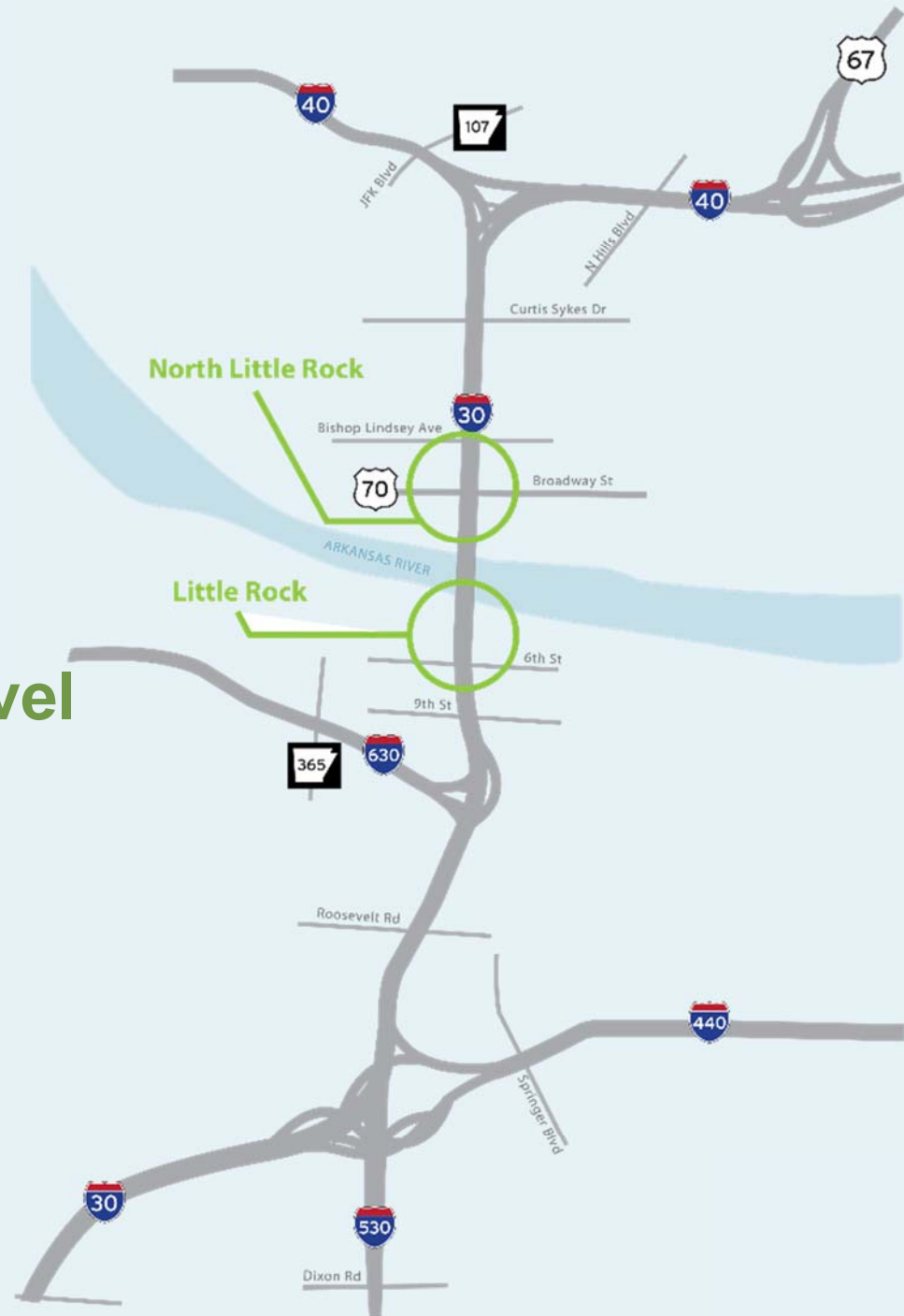
What Makes I-30 Unique?

- Connects 6 interstates and freeways



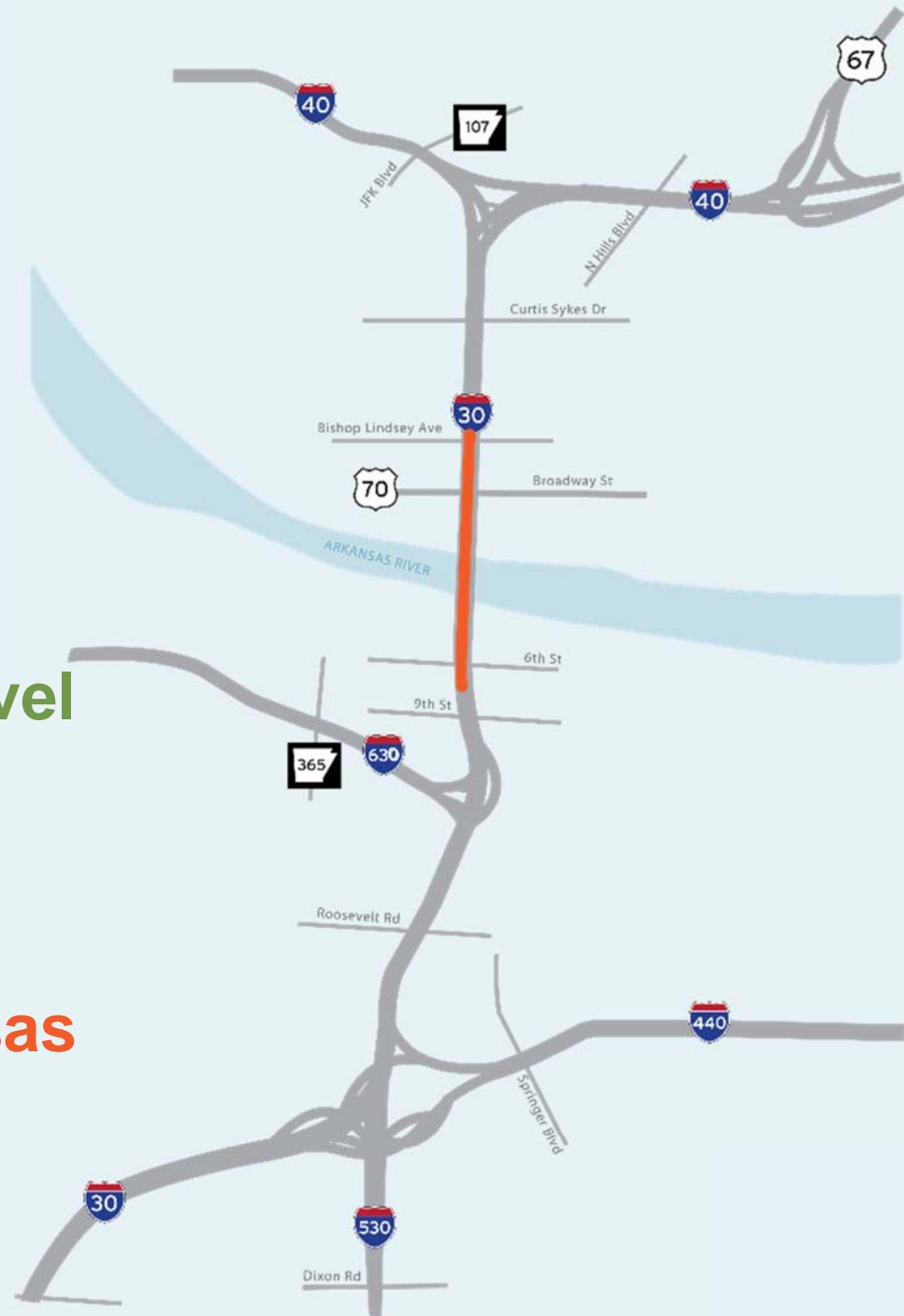
What Makes I-30 Unique?

- Connects 6 interstates and freeways
- Serves regional travel and local access



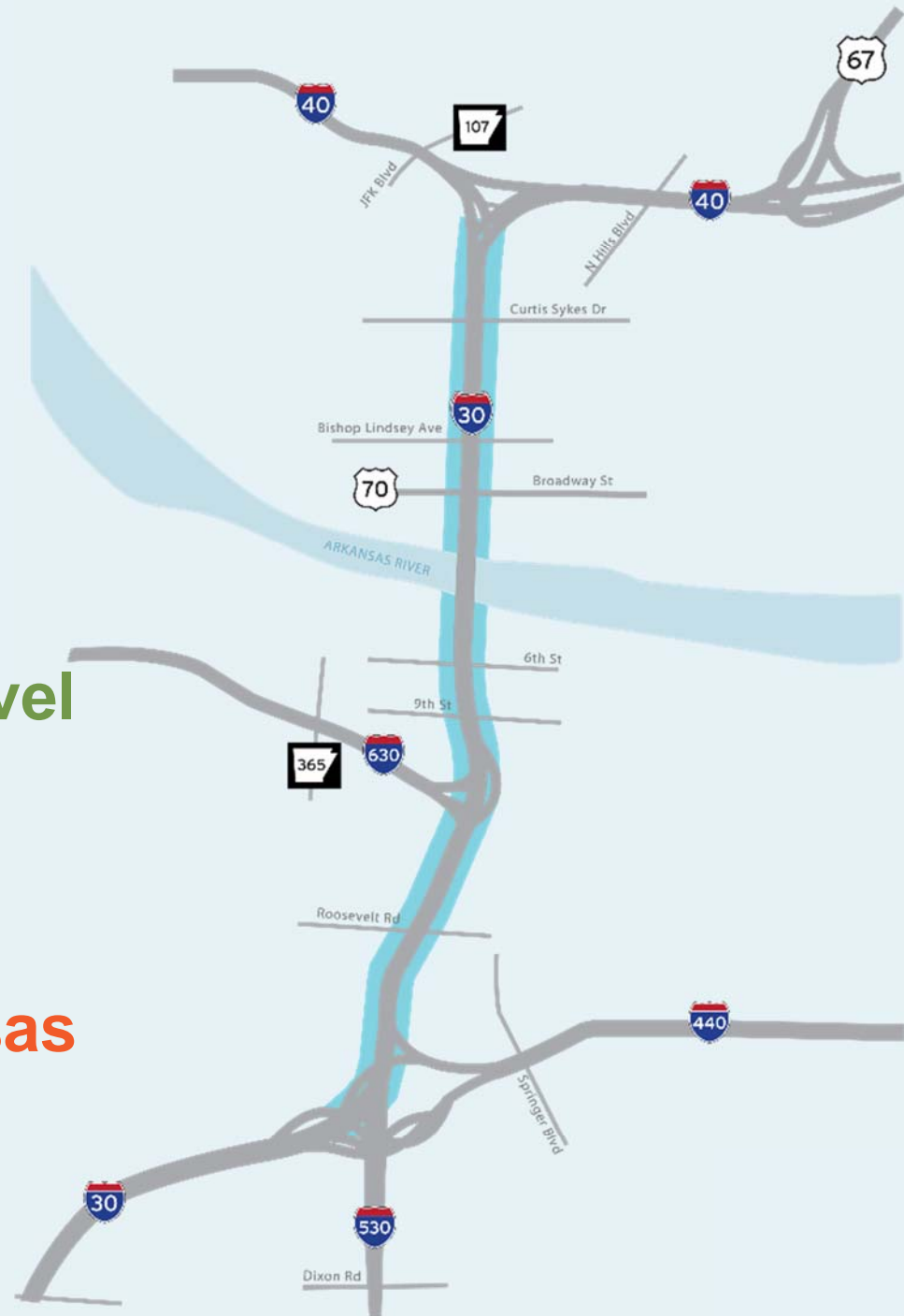
What Makes I-30 Unique?

- Connects 6 interstates and freeways
- Serves regional travel and local access
- Carries more traffic than any other interstate in Arkansas

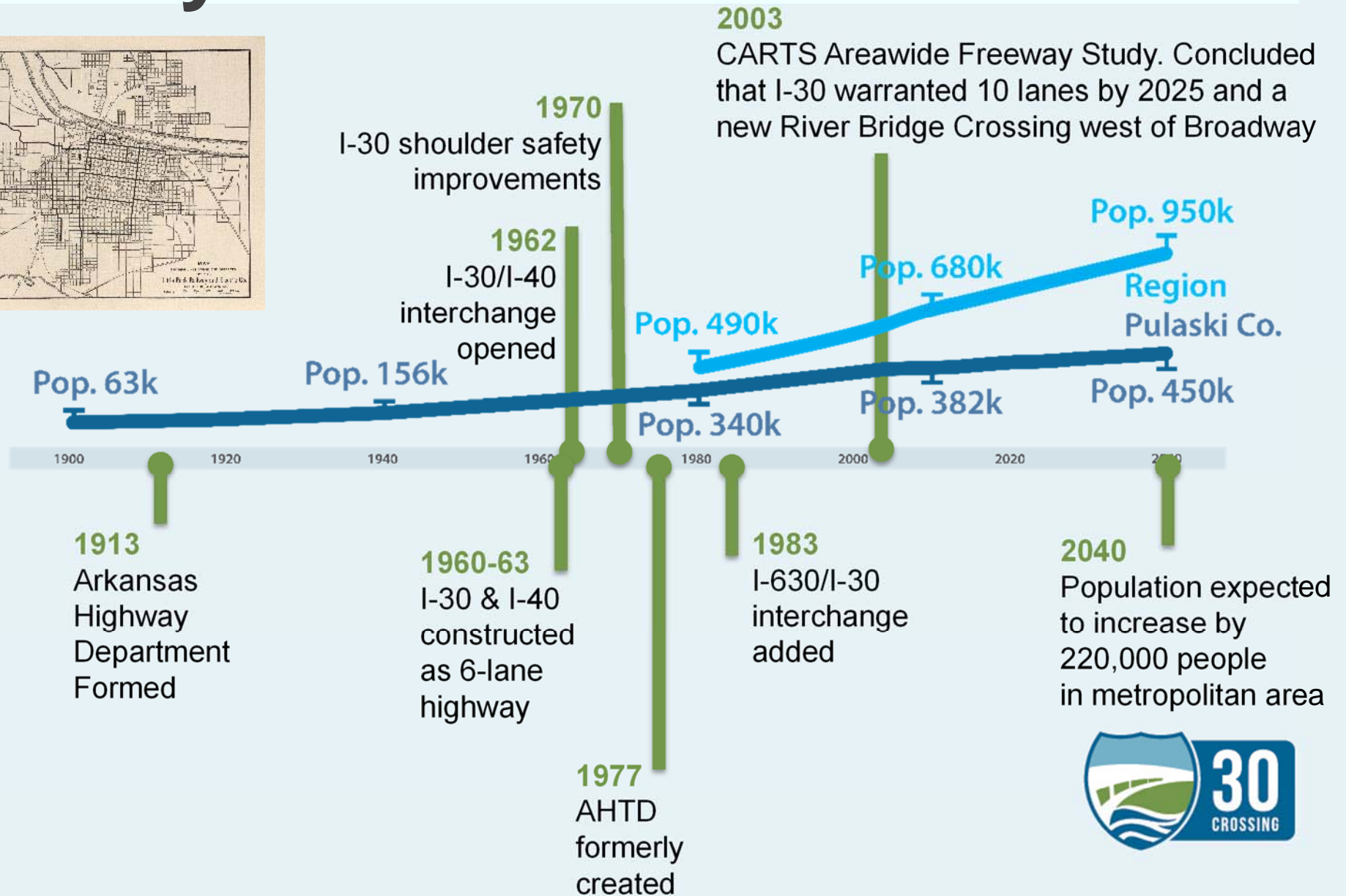


What Makes I-30 Unique?

- Connects 6 interstates and freeways
- Serves regional travel and local access
- Carries more traffic than any other interstate in Arkansas
- Is the central backbone of the LR regional freeway network



History of I-30



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 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.

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

Alternative Name Update

The 10-Lane with Downtown C/D alternative has been renamed:

6-Lane with Collector/Distributor Lanes alternative

AHTD made this change to better clarify the scope of the alternative and reduce misconception.





Alternatives

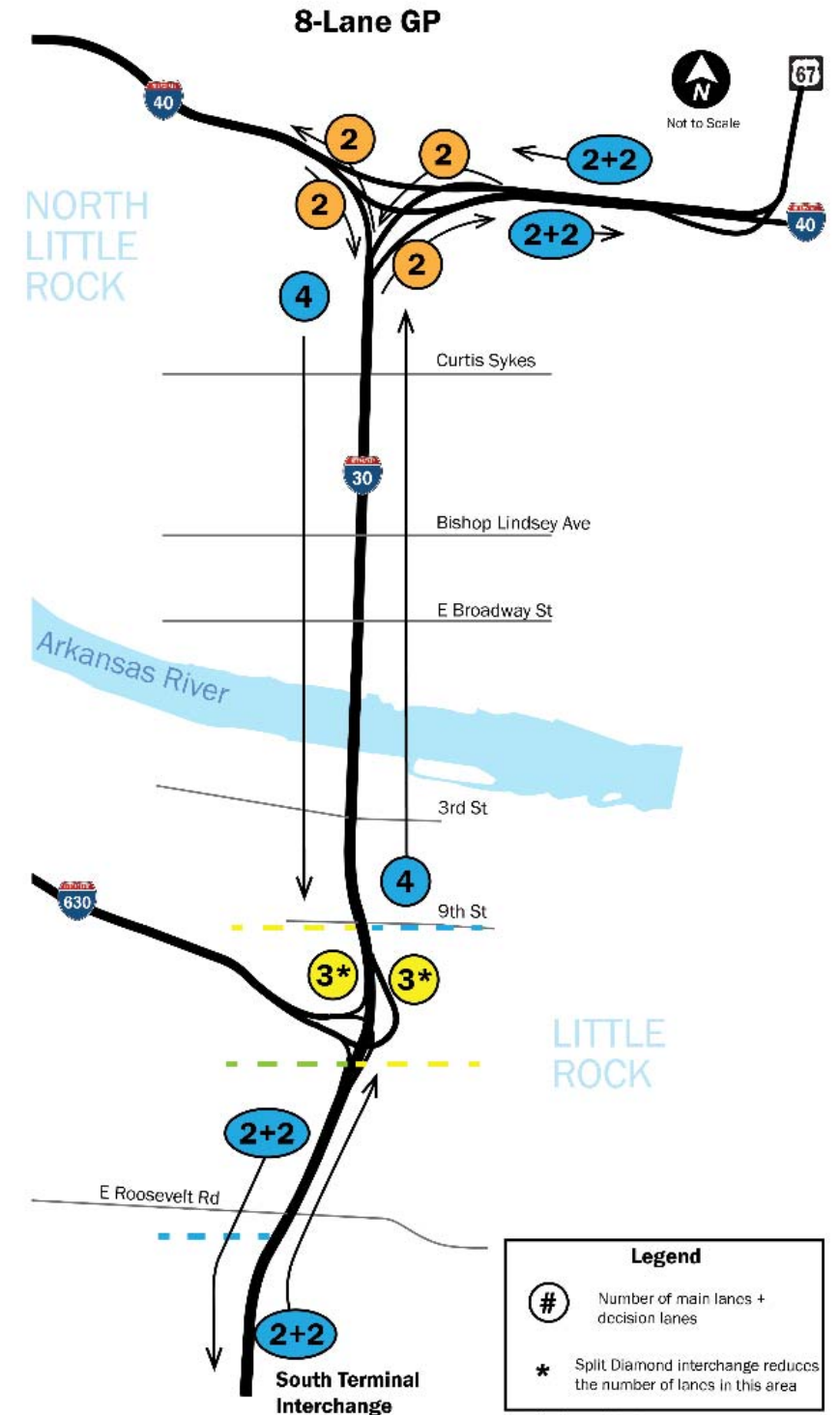
- **No Build**

No improvements are implemented.

Alternatives

- 8-Lane General Purpose

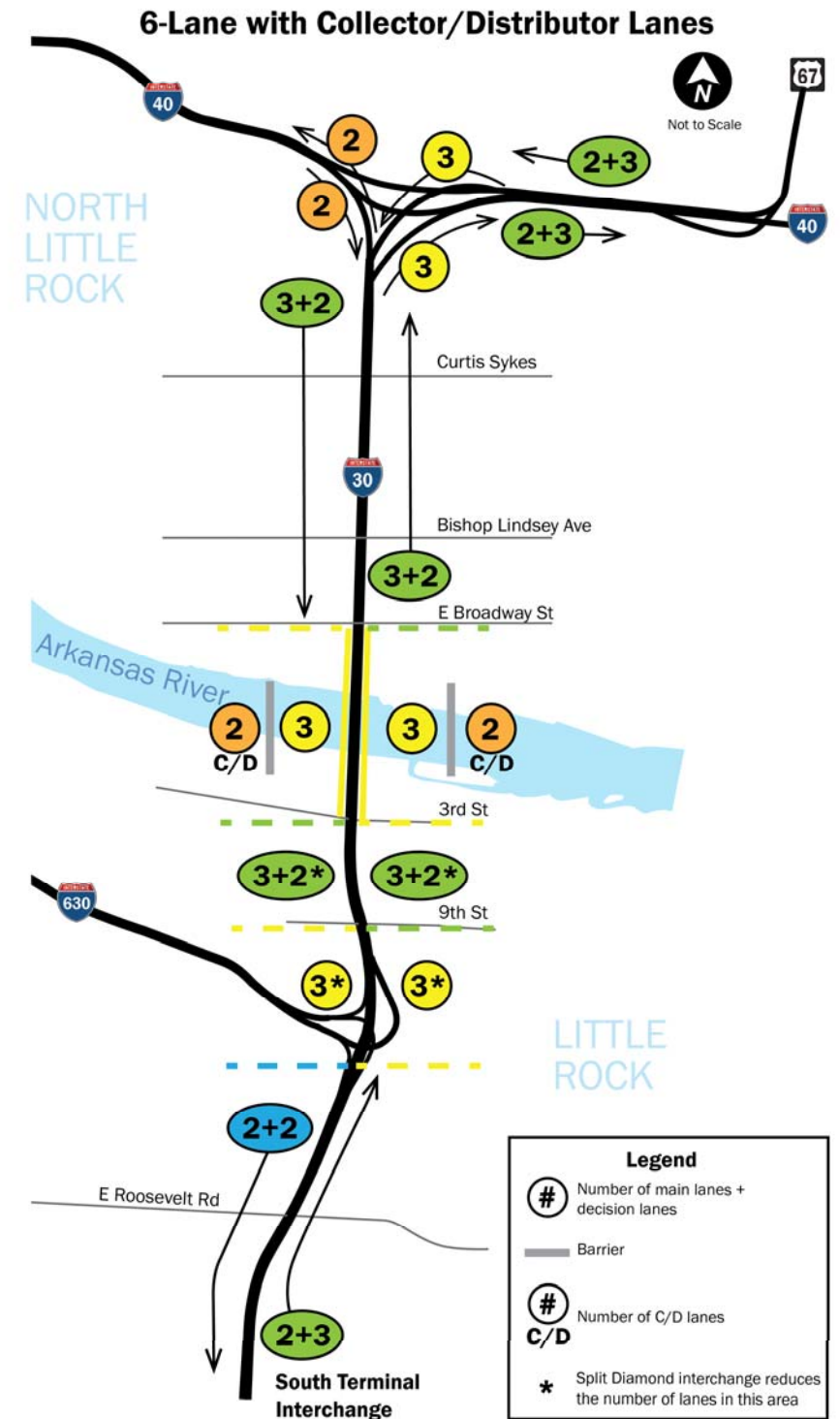
Four lanes in each direction.



Alternatives

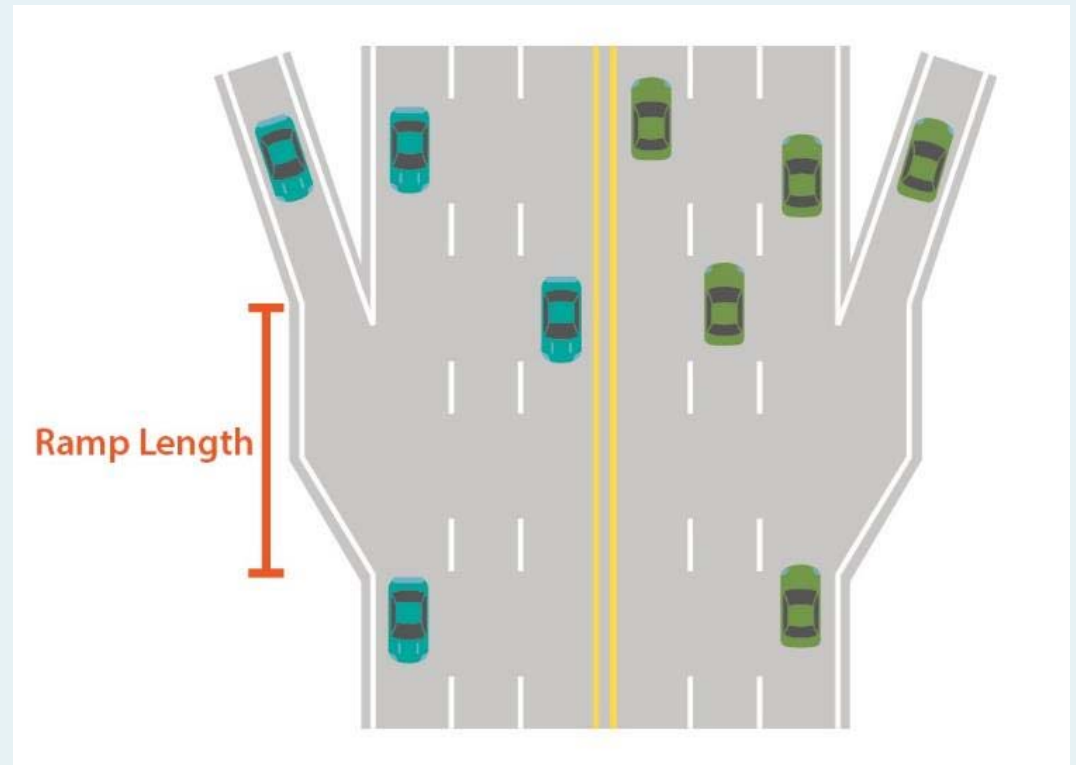
- 6-Lane with Collector/Distributor Lanes

Three through lanes in each direction with two additional lanes serving as decision lanes that feed into Collector/Distributor lanes across the River Bridge in the downtown area.



Improved Mobility and Safety

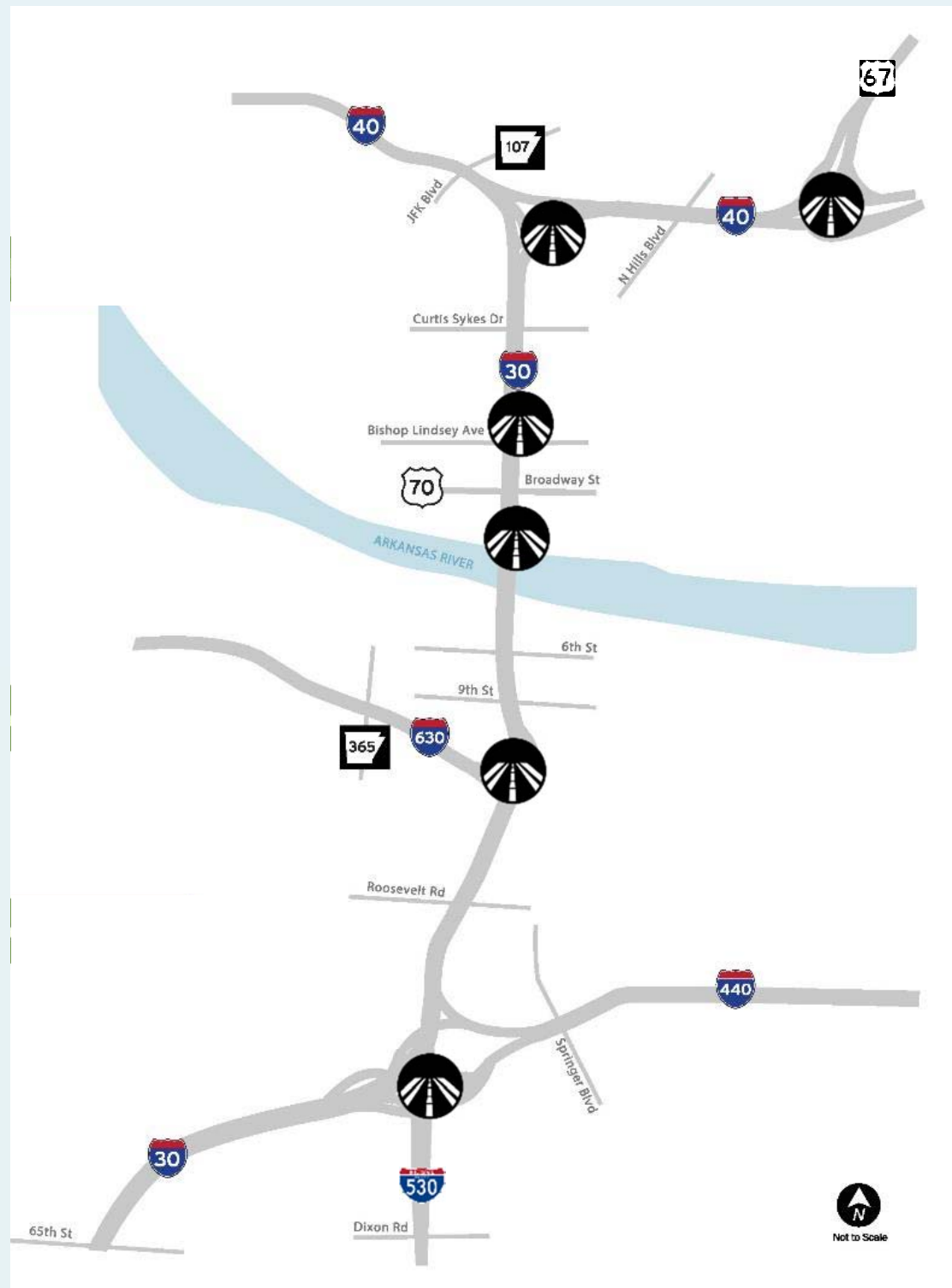
- Curves
- Shoulders
- Ramp length
- Ramp spacing
- Left exits
- River navigation



Improved Mobility & Safety

Highway Build

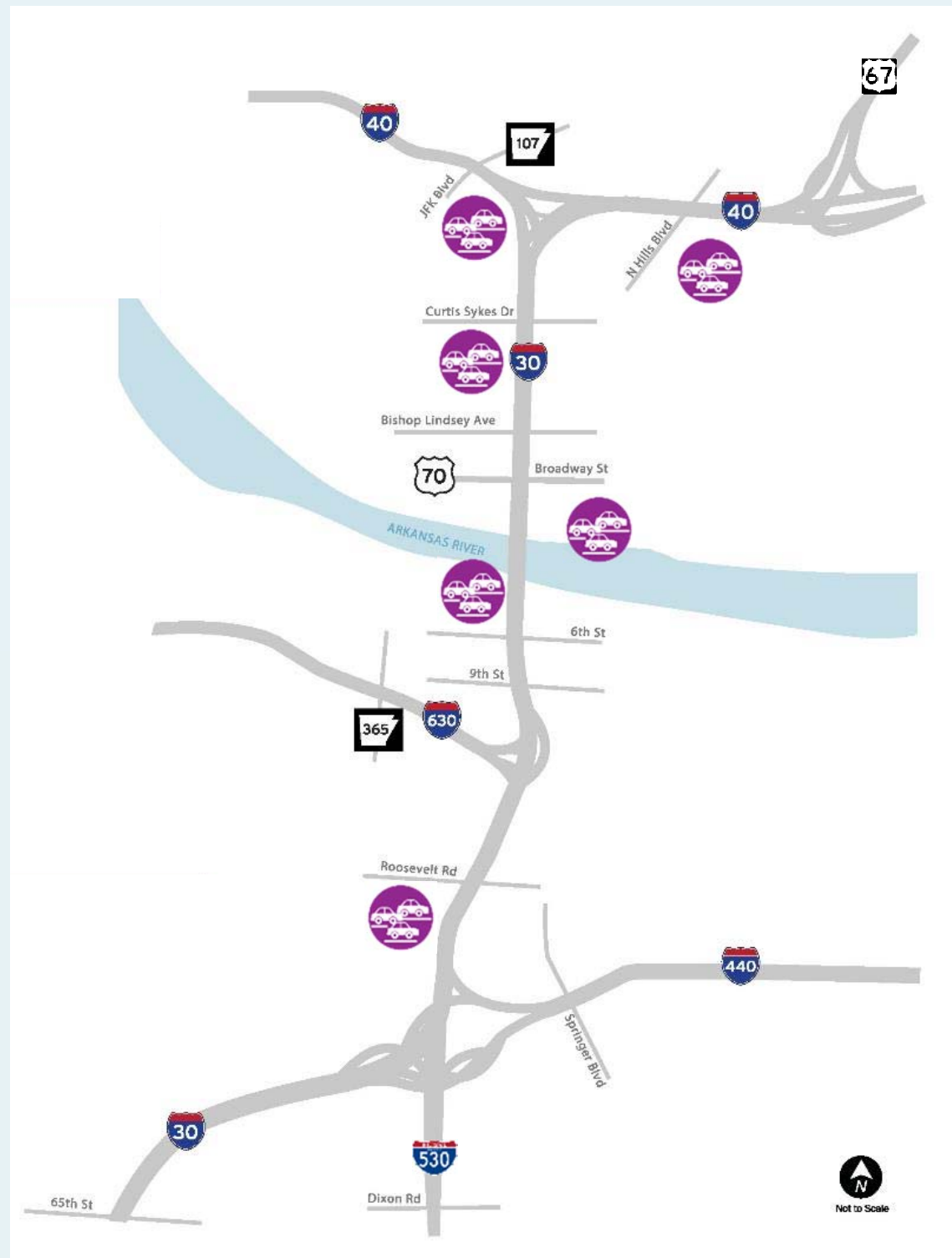
- Auxiliary lanes, shoulders, and other roadway improvements
- C/D system
- I-630 EB to I-30 EB will merge with two lanes
- An additional NB through lane from I-530



Improved Mobility & Safety

Congestion Management

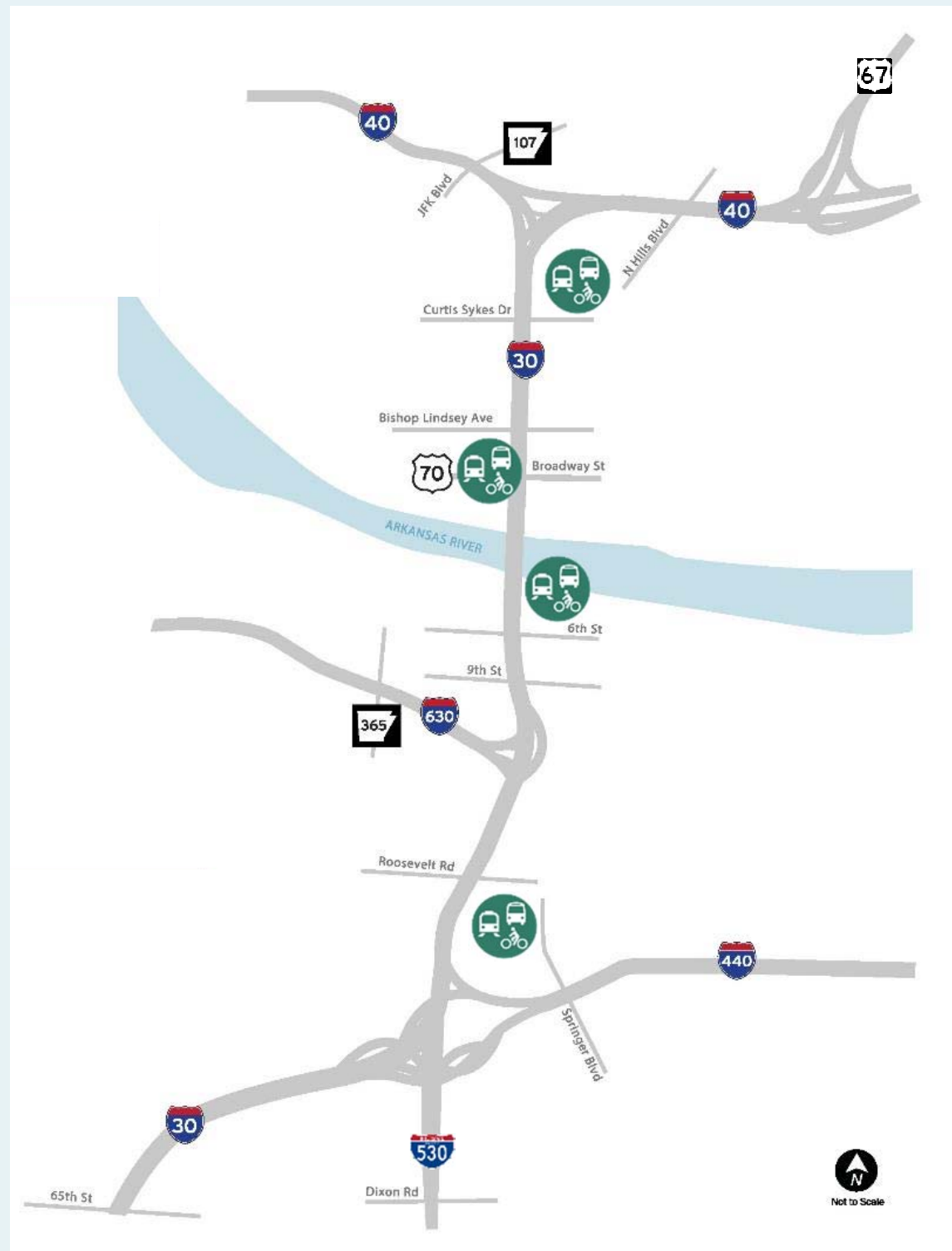
- Improve signage
- Improve traffic signal timing



Improved Mobility & Safety

Other Modes

- Designed to allow bus on shoulder access for transit buses
- New sidewalks and lighting at interstate crossings
- Potential bike paths

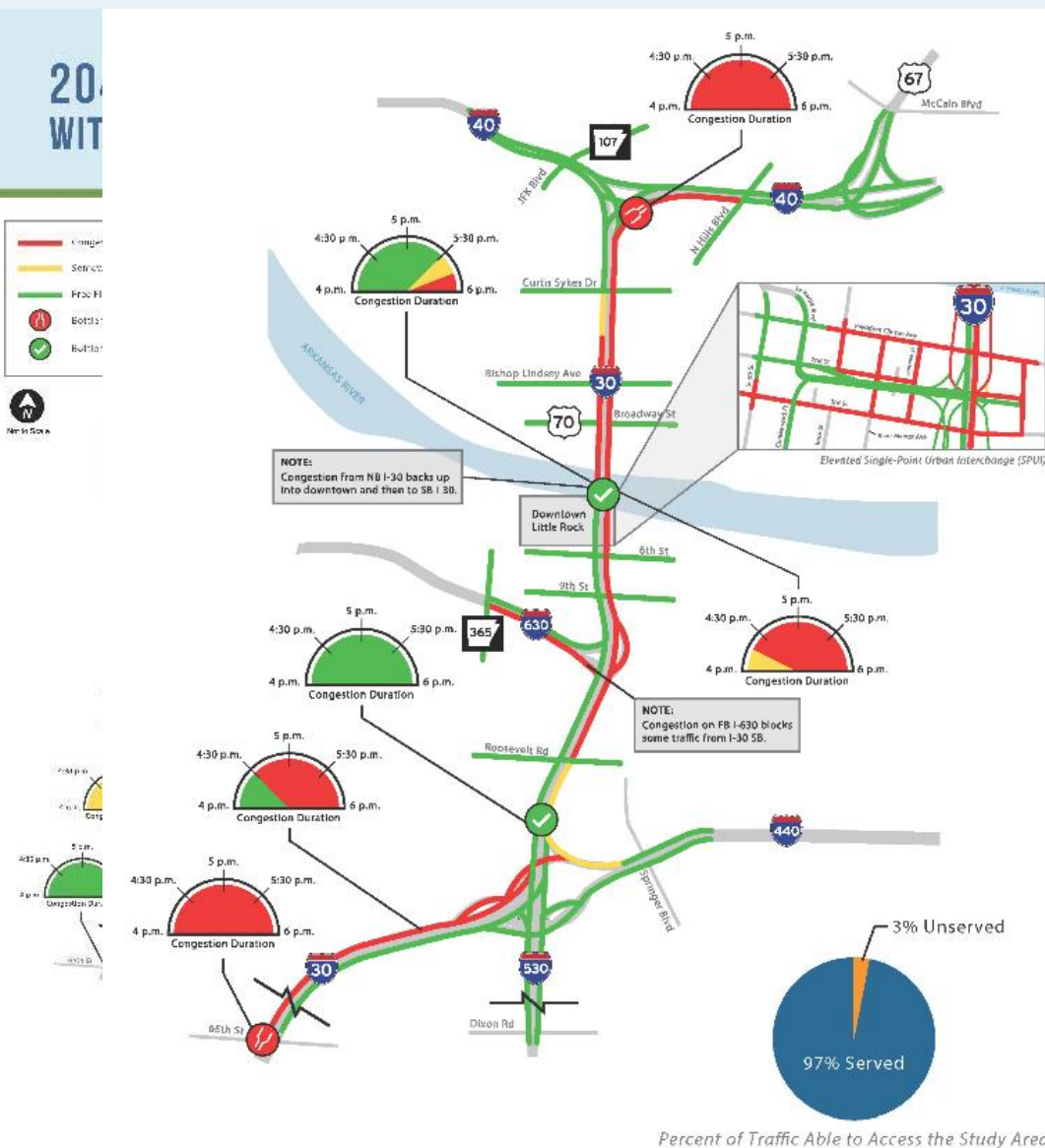


Mobility and Safety

Scenarios Analyzed

- **Existing AM and PM**
- **Future No-Build AM and PM**
- **8-Lane GP AM and PM**
 - Downtown LR SPUI
 - Downtown LR Split Diamond
- **6-Lane with C/D Lanes AM and PM**
 - Downtown LR SPUI
 - Downtown LR Split Diamond

NT URBAN INTERCHANGE



TRAFFIC PERFORMANCE EXPLANATION

PERFORMANCE	MAINLANE	SIDE STREETS (Seconds of Delay per Vehicle)	
		SIGNALIZED	UNSIGNALIZED
Congested	0-40 mph	>55	>35
Somewhat Congested	40-50 mph	35-55	25-35
Free Flow	50+ mph	0-35	0-25

NEPA/Environmental Progress



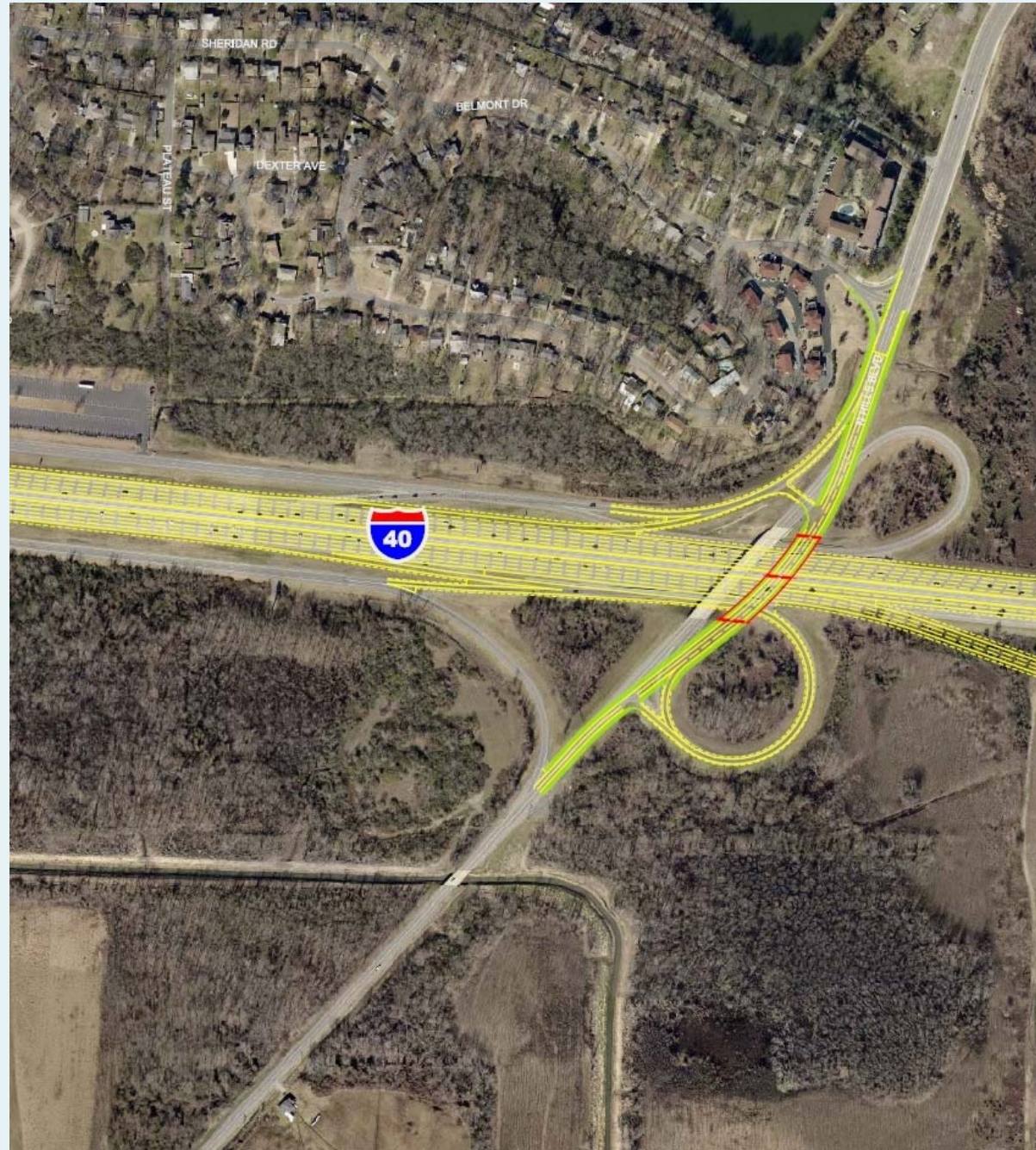
Community Assessment
Traffic Noise
Cultural Resources
Indirect/Cumulative Impacts



Wetlands
Air Quality
Park Impacts
Hazardous Materials

North Hills Interchange

- Northeast loop ramp removed
- Westbound I-40 ramp moved east
- Additional floodplain storage



Broadway Area

8-Lane GP

- Access involves direct entrance and exit ramps
- Texas U-Turns



Broadway Area

6-Lane with C/D

- Access involves connections to C/D lanes
- Texas U-Turns



River Bridge

8-Lane GP

- 4 main lanes
- 1 auxiliary lane

6-Lane with C/D

- 3 main lanes
- 2 C/D lanes
- 1 auxiliary lane



Previous Version

- [illegible]

Cantrell Elevated SPUI

8-Lane GP

- Provides clearance for east-west streets and River Rail Streetcar



Cantrell Elevated SPUI

6-Lane with C/D

- Includes C/D lanes to enter or exit I-30



Split Diamond Interchange

- Interchange moved south and disperses traffic in downtown grid
- 8-Lane access with I-30 is direct entrance and exit
- 6-Lane alternative access with I-30 involves C/D lanes



Split Diamond

8-Lane GP

- Removes street parking and restripes 4th, Capitol, and 6th streets
- New connection between 3rd and 4th streets
- Increases frontage road capacity



Split Diamond

6-Lane with C/D

- Similar to 8-Lane GP alternative with the exception of access to/from I-30

Exit I-30



Split Diamond

6-Lane with C/D

- Similar to 8-Lane GP alternative with the exception of access to/from I-30

Enter I-30



Split Diamond

6-Lane with C/D

- Similar to 8-Lane GP alternative with the exception of access to/from I-30



Split Diamond

6-Lane with C/D

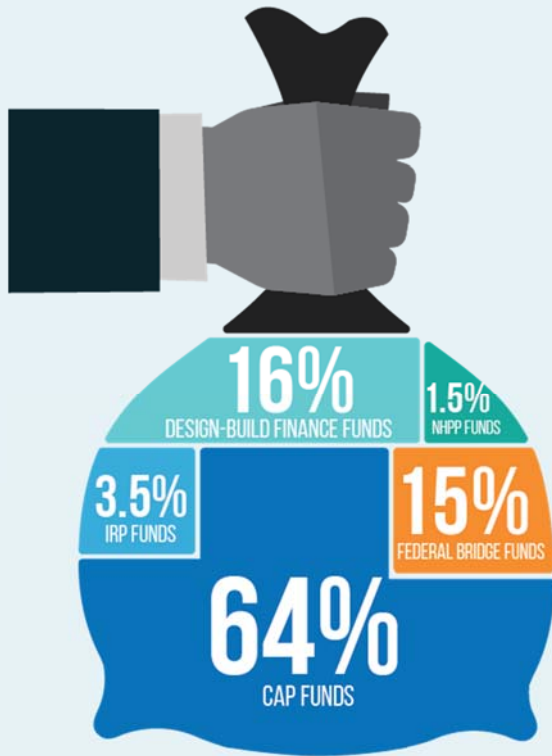
- Similar to 8-Lane GP alternative with the exception of access to/from I-30



3D Video



30 Crossing Funding Sources



64% - Connecting Arkansas Program

15% - Federal Bridge

3.5% - Interstate Rehabilitation Program

1.5% - National Highway Performance Program

16% - Design-Build Finance

- Percentages are based on an estimated \$631.7 million project budget.
- AHTD's constitutional authority is primarily limited to the construction and maintenance of highways.
- Authority relating to transit and other modes of transportation is restricted to the planning phase, with no authority to provide funding for implementation or operations.

Comments/Questions

Comments due June 10, 2016

New! Submit electronic comments online at 30Crossing.com

- **Email:**
 - Info@30Crossing.com
 - Info@ConnectingArkansasProgram.com
- **Phone:**
 - 501-255-1519
- **Web:**
 - www.30Crossing.com
 - www.ConnectingArkansasProgram.com

Citizen Comment Form

Name

Email

Telephone

Address

Which alternative(s) presented has the most positive impacts, while minimizing negative impacts?

☐ No Build (No improvements are implemented)

☐ 6-Lane with Collector/Distributor (C/D) Lanes and Single Point Urban Interchange (SPUI)

☐ 6-Lane with Collector/Distributor (C/D) Lanes and Split Diamond Interchange

☐ 8-Lane General Purpose Lanes and Single Point Urban Interchange (SPUI)

☐ 8-Lane General Purpose Lanes and Split Diamond Interchange

☐ Other Alternative (Please Indicate Below)

Other Alternative

Comments

Comments

30Crossing.com

This project proposes to enhance one of the most traveled roads in Arkansas. When complete, the improvements will enhance the transportation connection through central Arkansas, increase capacity, and improve traveler safety.



Know the Facts!

A collection of some of the most frequently asked questions concerning the 30 Crossing project.



Latest Materials!

See the most up-to-date information and documents related to the 30 Crossing project.



Newsroom



Public Meetings



PEL Report



I-30 Comment Form



studio MAIN





POPUP in the ROCK

studio
MAIN

with
YOUNG PROFESSIONALS
CREATE
LITTLE ROCK
KEEP • ATTRACT • GROW

When a community demonstrates the change it wants to see, revitalization efforts are more likely to succeed.







VIBRANT STREET EDGE



MULTIMODAL TRANSPORTATION



PARKS AND PUBLIC SPACES



A SENSE OF PLACE



TREES AND SHADE



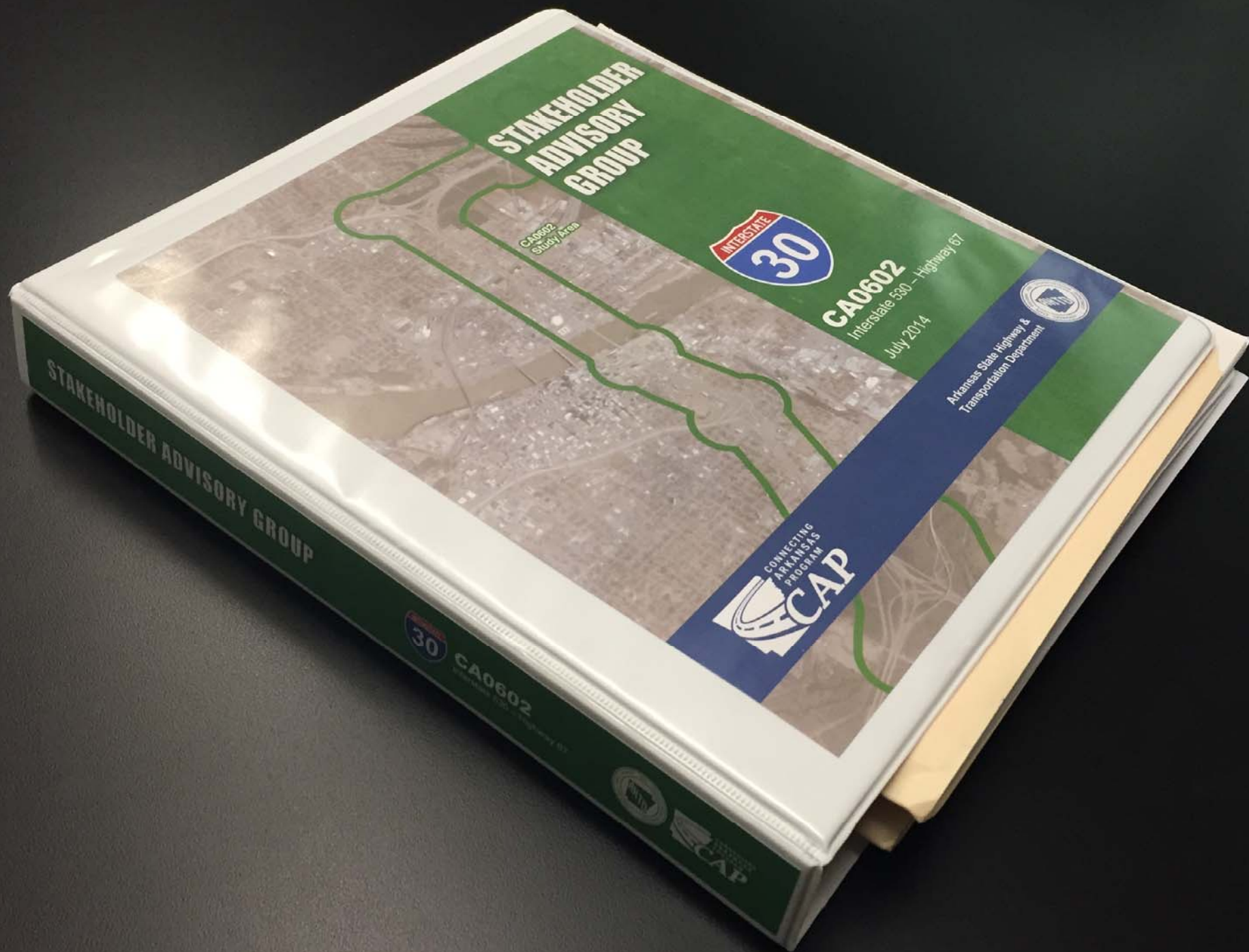
LIGHTING AND SAFETY



INTERPRETIVE SIGNAGE



AMENITIES FOR ALL AGES





October 22, 2015

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

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

Dear Mr. Bennett,

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

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

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

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

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

1

Letter to AHTD and City Leaders



Concerns about I-30 Corridor

1. Need for long term comprehensive planning for our community.
2. East-West Connectivity
3. Spaces adjacent to the corridor need to meet their highest and best use.
4. Multi-Modal Transportation
5. Scale of the project relative to making it community responsive.



Masterplan

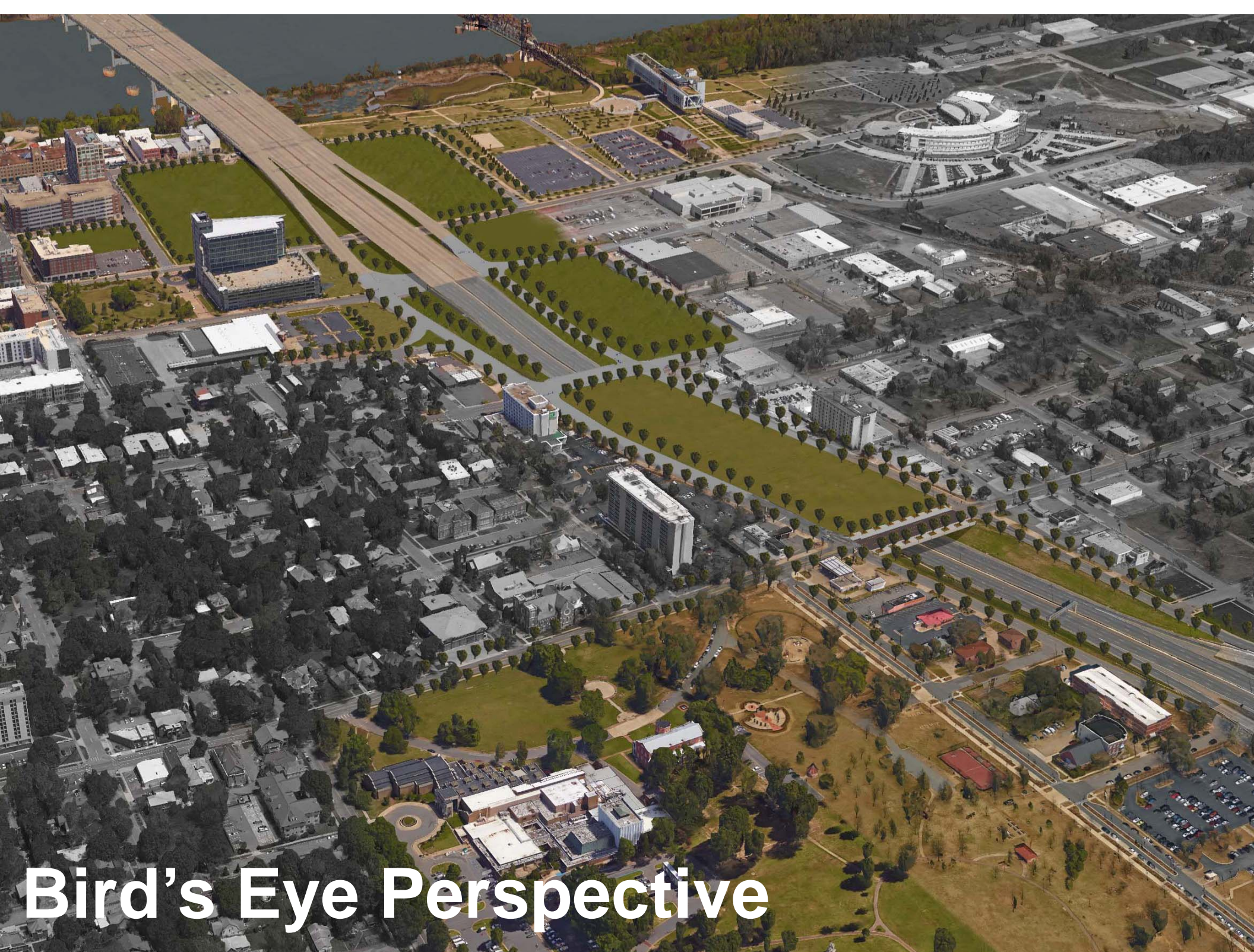
Split Boulevard

Reconnects Street Grid
Enhances Mobility
Enhance Green Space
Accommodates Multi-Modal
Transportation
Connects Cultural
Institutions
Provides Development
Opportunities





Bird's Eye Perspective



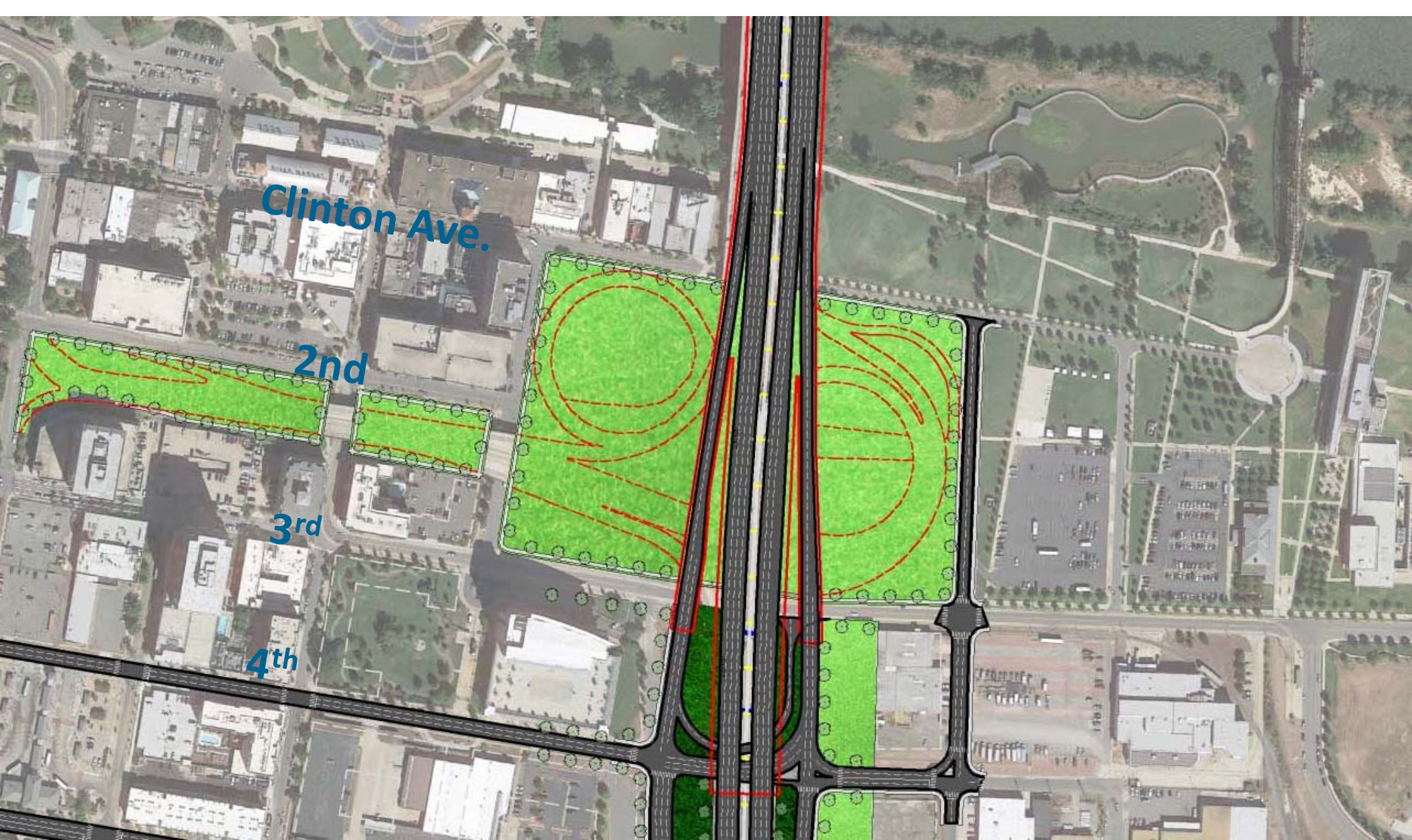
Bird's Eye Perspective



Comprehensive Planning

River Market District





Comprehensive Planning

River Market District

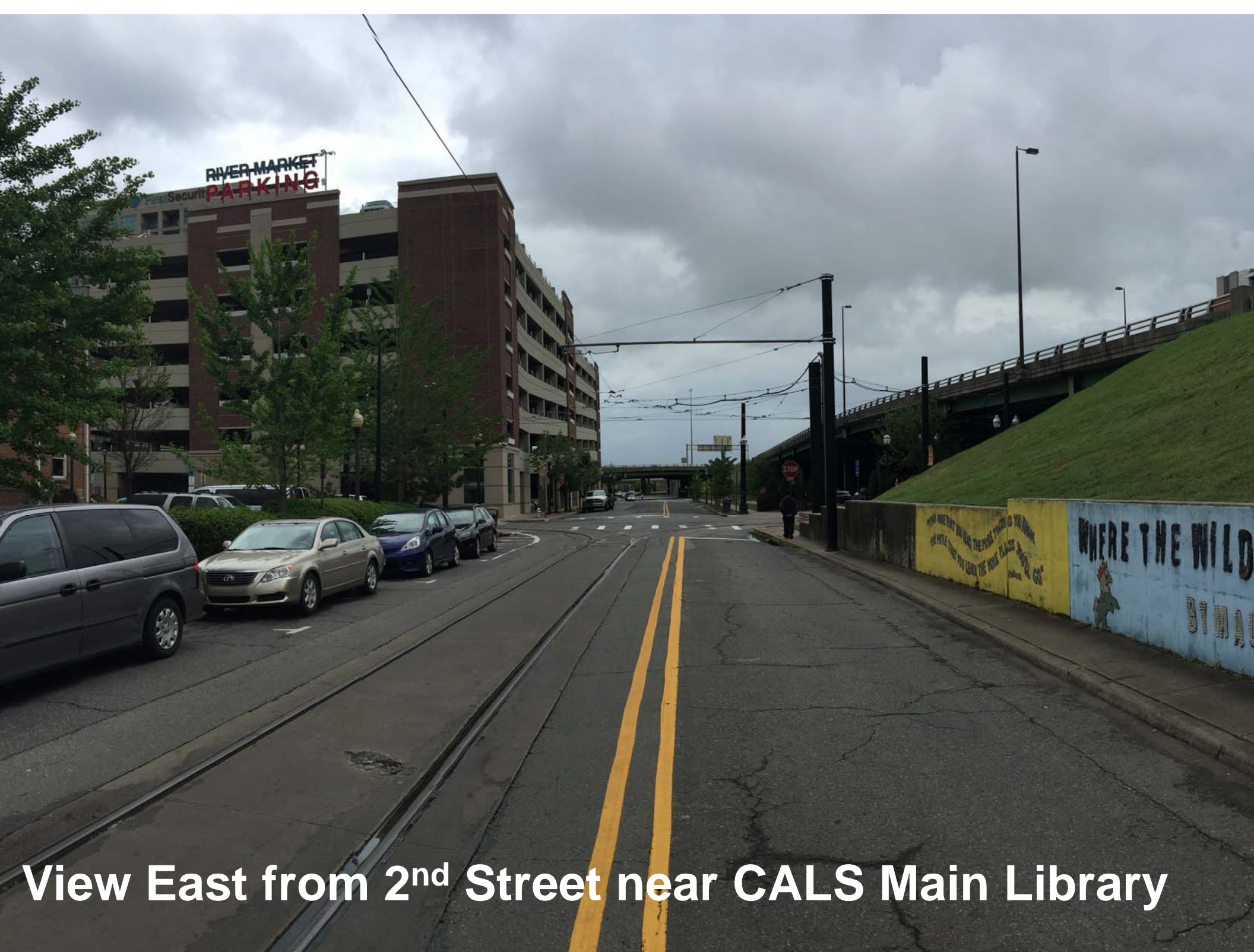




View Southeast from Clinton Ave. and Sherman St.



View Southeast from Clinton Ave. and Sherman St.



View East from 2nd Street near CALS Main Library



View East from 2nd Street near CALS Main Library

Public Amenities

Rowing



A8ERNA
KOOG, NETHERLANDS



Public Amenities

Skate Park

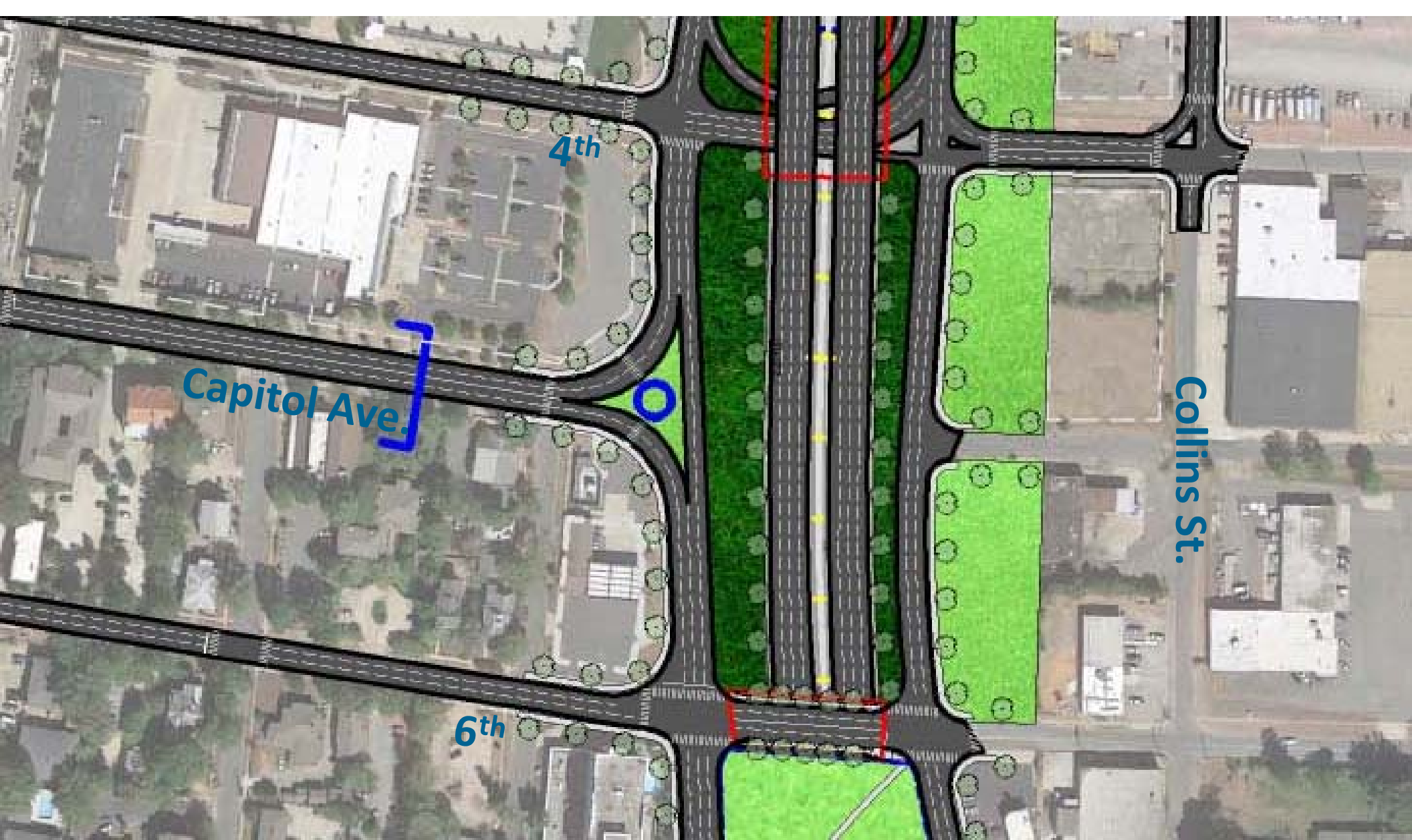
A8ERNA
KOOG, NETHERLANDS



Public Amenities

Developable Land

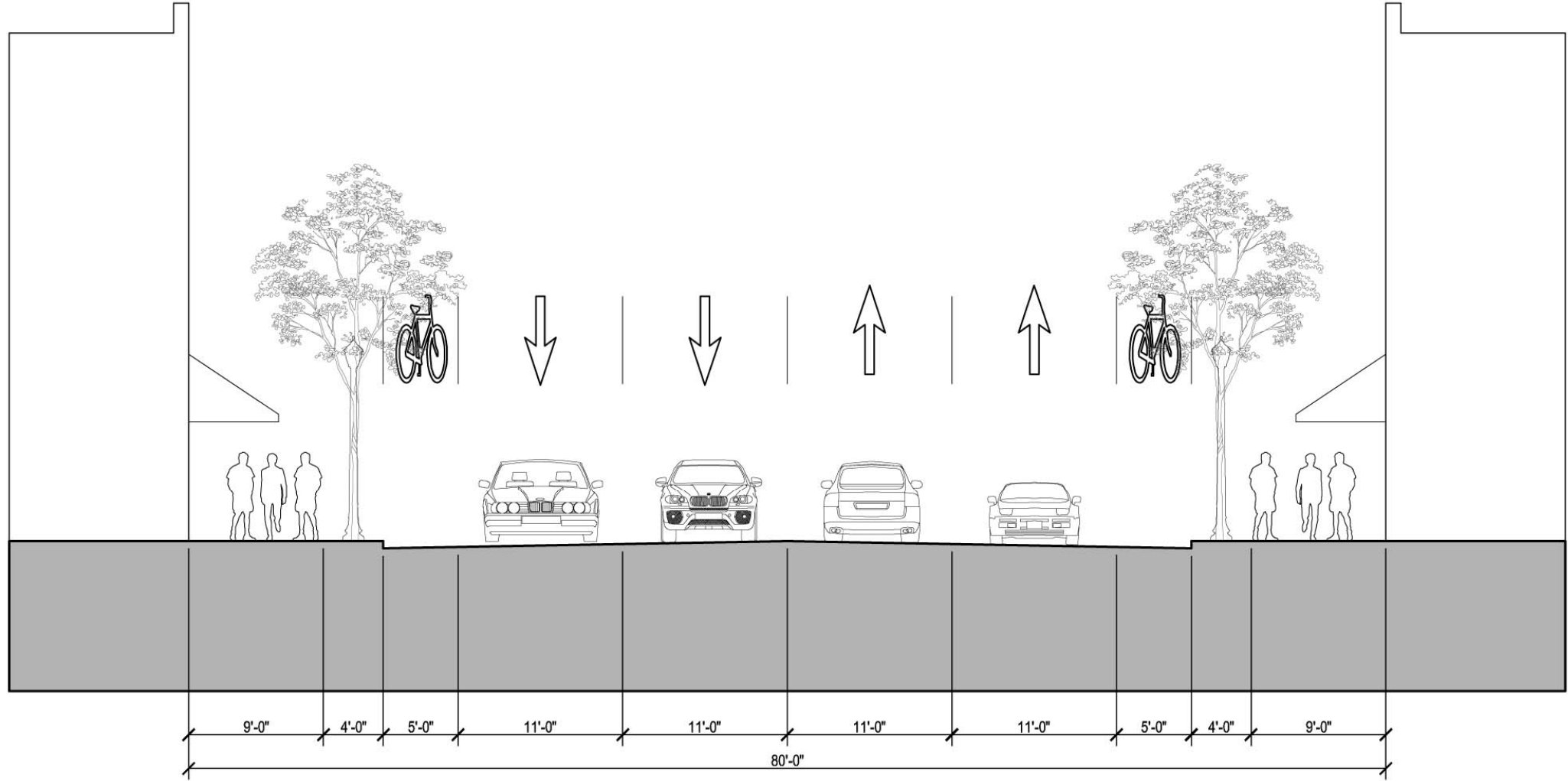
A8ERNA
KOOG, NETHERLANDS



Comprehensive Planning

4th through 6th Streets





Proposed Section

Capital Avenue



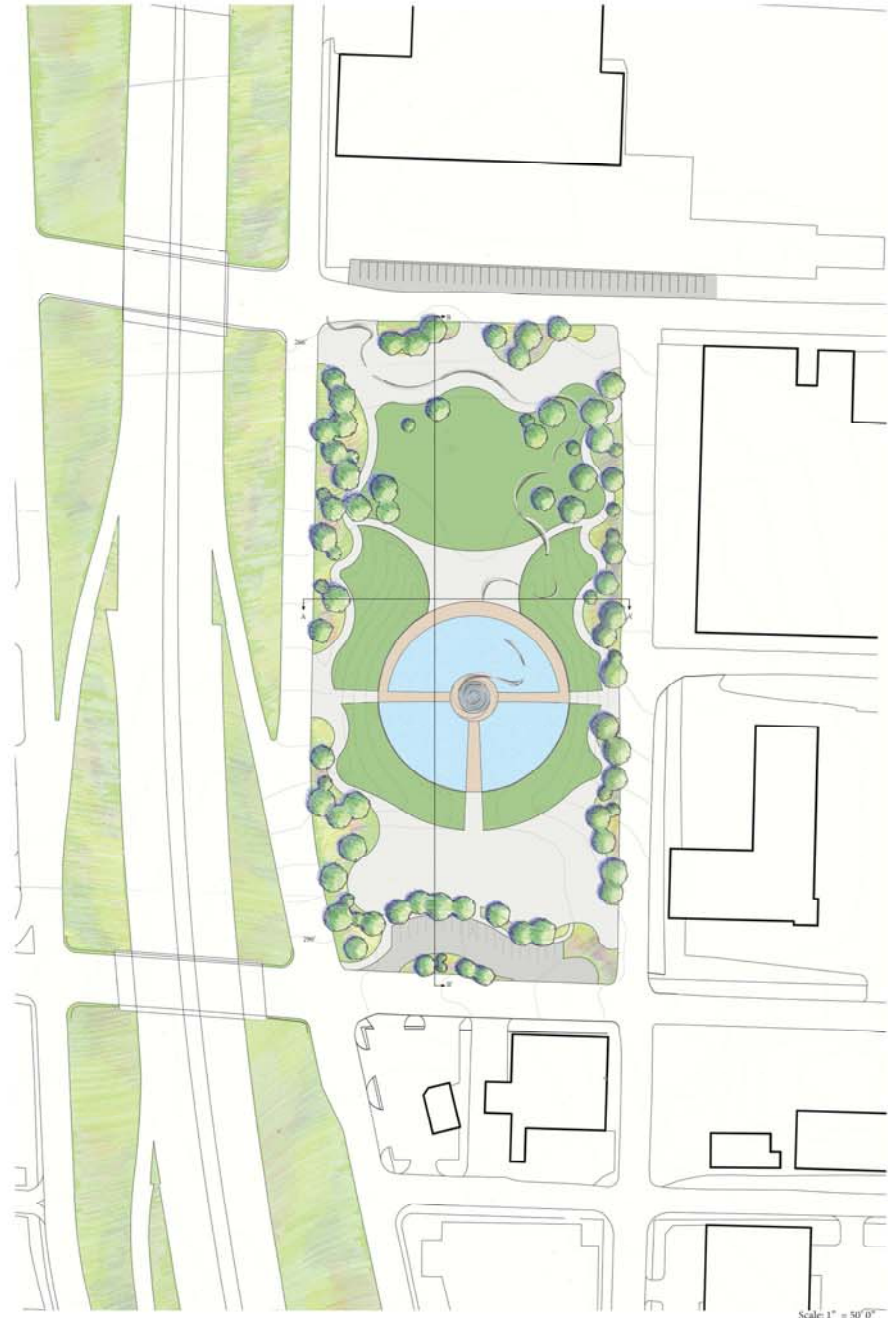
THE SILVER SPIRE

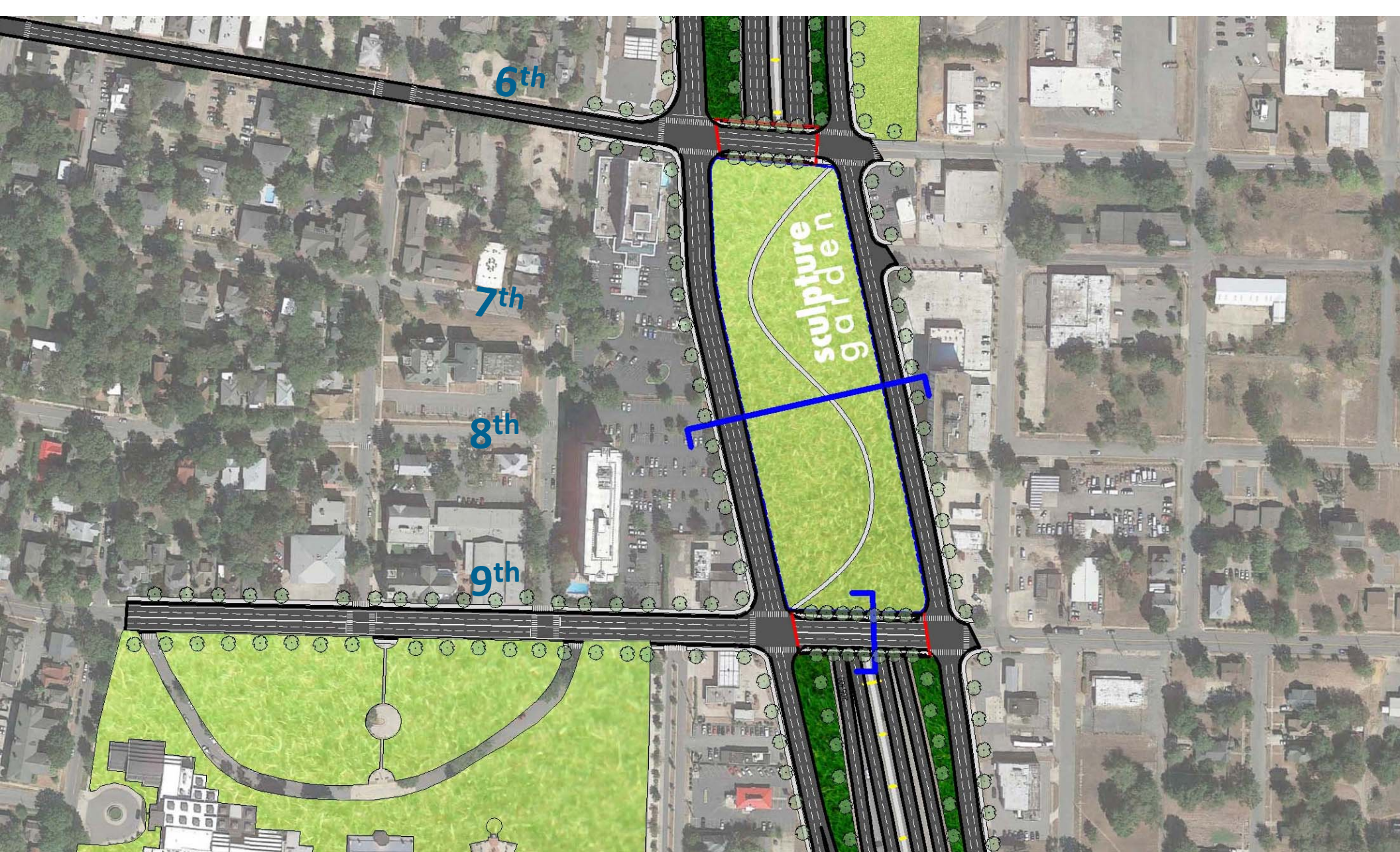


The “Silver Spire” icon creates a visual gateway into Little Rock that unites the major landmarks of the downtown area. The “Silver Spire” is located on the terminus of Capitol Avenue creating views towards the Capitol, the River Market, Heifer International, and the Clinton Library when viewed from the various levels within the spire. The inspiration was driven from the idea of a ribbon that unravels and leads visitors on a tour of the main attractions in Little Rock by way of the “Silver Ribbon”. This ribbon, which originates from the main spiral, connects various landmarks creating interactive places of interest, seating, and a navigation system for tourists. The circular space underneath the “Silver Spire” could serve as an Arkansas information and history center. The park features dense native plantings along the perimeters used as bio swales in order to create a rainwater detention system and sustainable environment. Surrounding buildings could be renovated as restaurants and shops to establish a friendly, commercial environment around the site.



The “Silver Spire” is made of a reflective metal that responds well to various colors of lights in the evenings, similar to the lights featured on the bridges of Little Rock. A glass cylinder between the ribbon spirals features a glass elevator that allows visitors to travel up through the spire to three different levels to view the surrounding Little Rock landmarks. It is encompassed by a large, circular reflecting pool that reflects the icon itself and the lights.

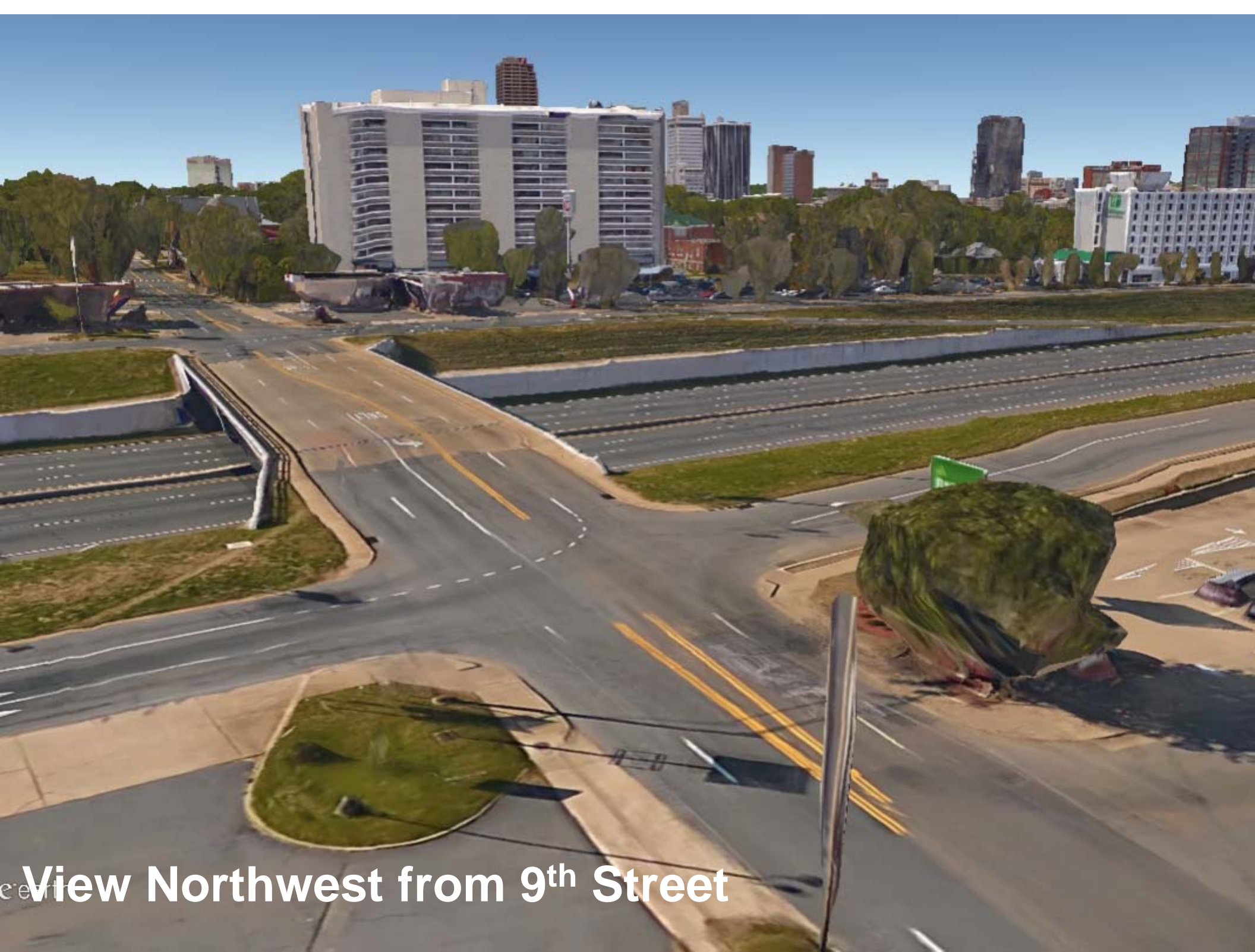




Comprehensive Planning

MacArthur Park

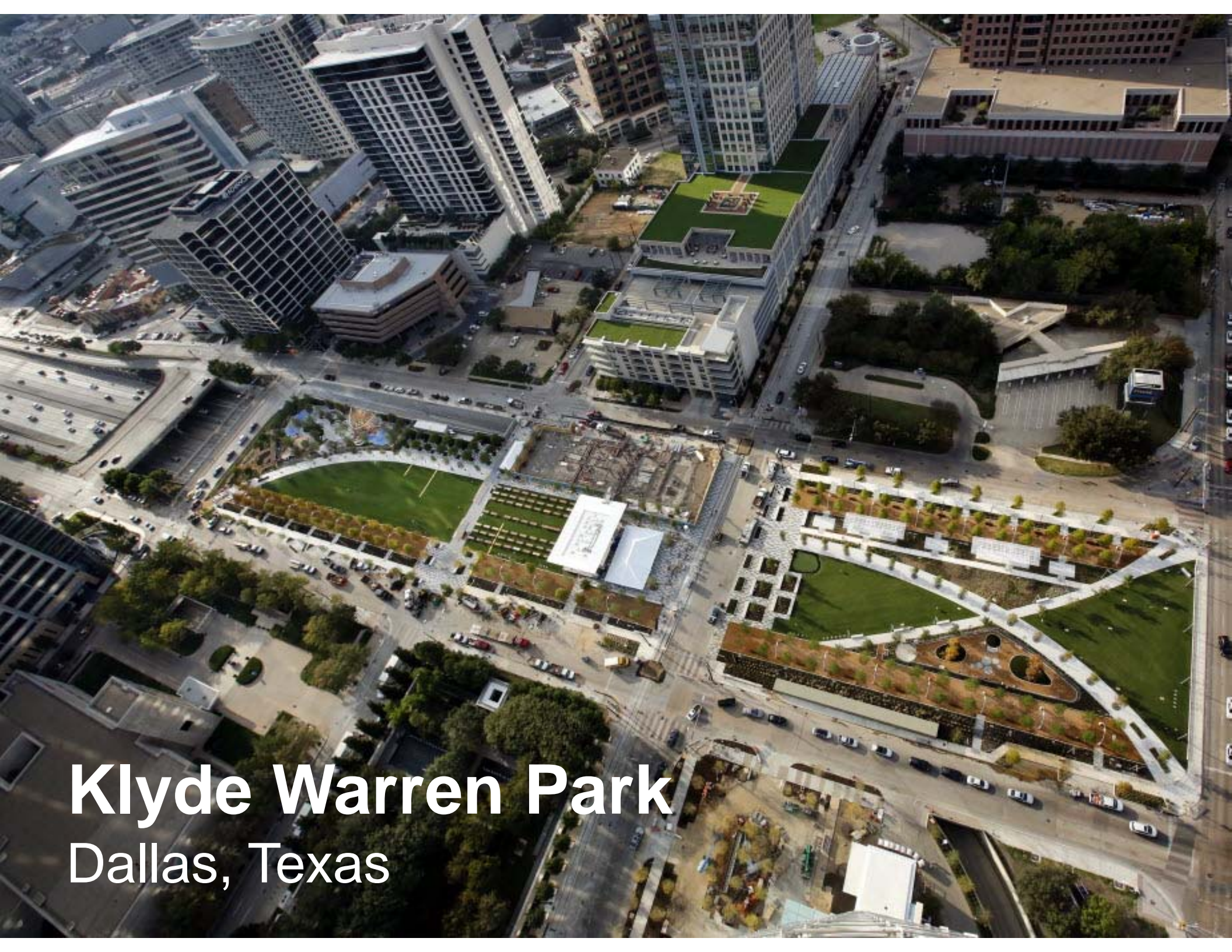




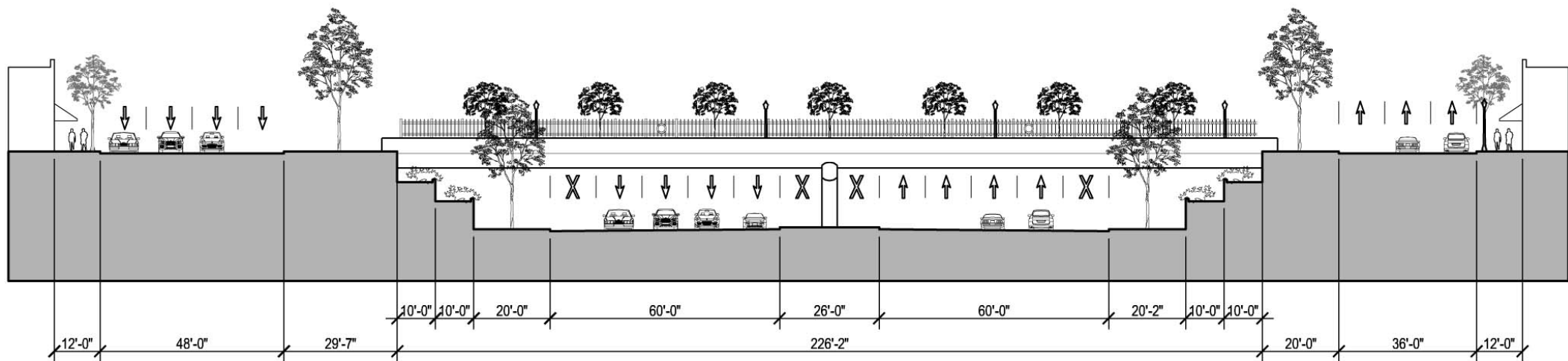
View Northwest from 9th Street



View Northwest from 9th Street



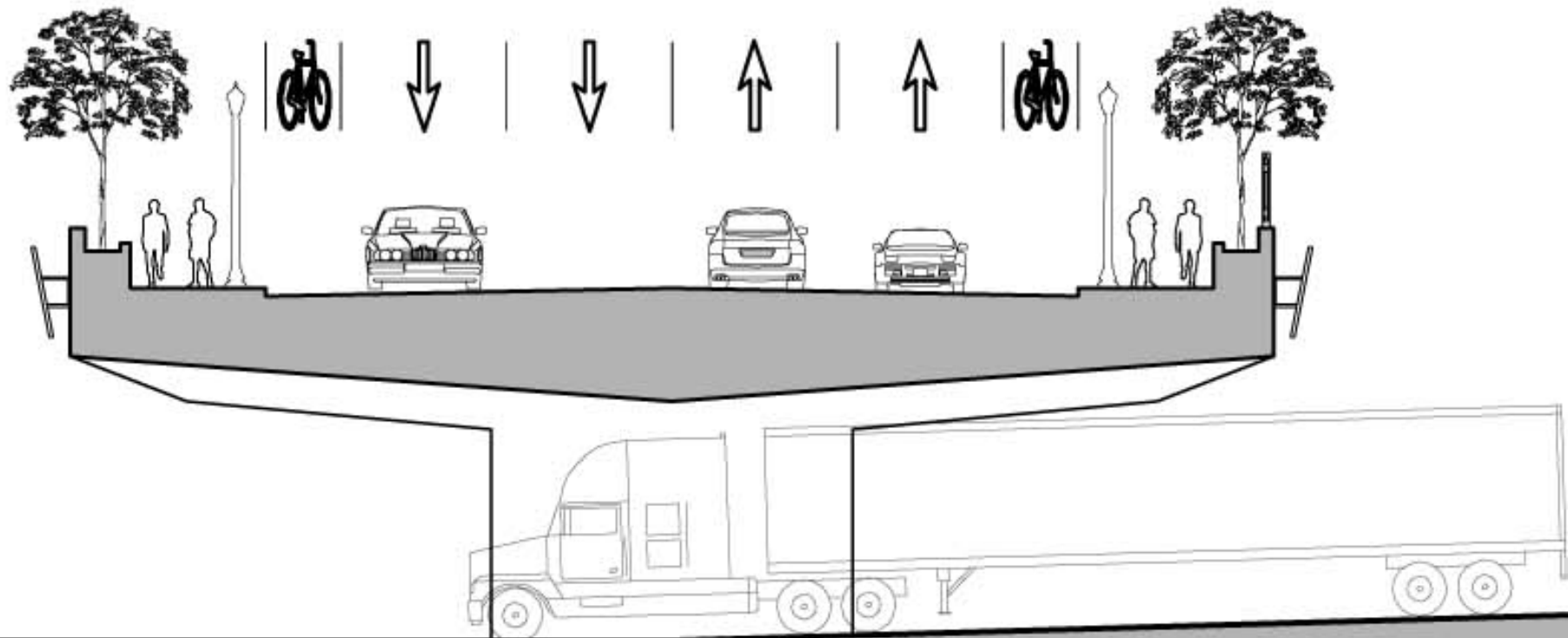
Klyde Warren Park
Dallas, Texas



Proposed Section

I-30 at 10th Street looking North





Proposed Section

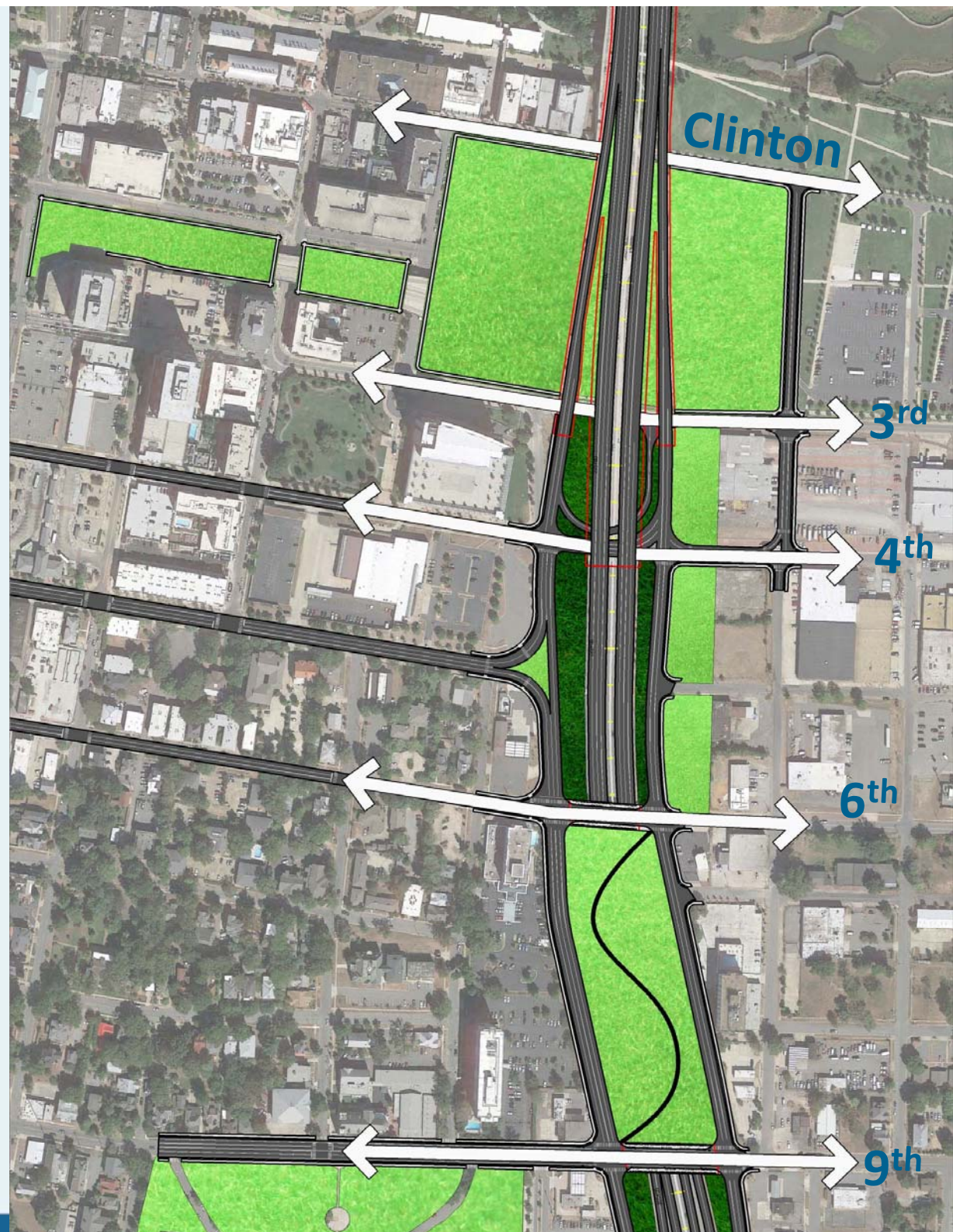
9th Street Bridge

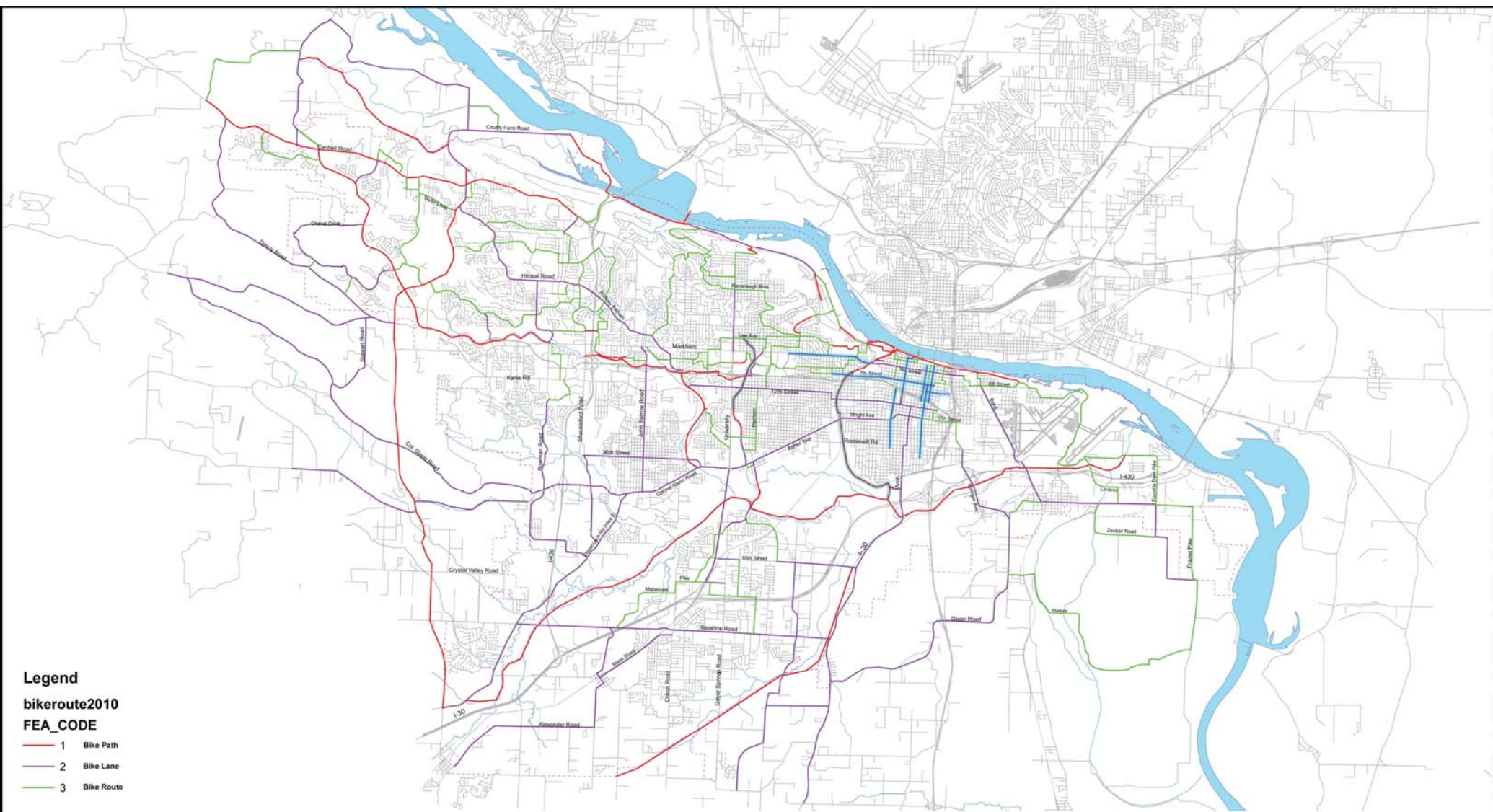




View West from 9th Street Bridge

Improved East-West Connectivity





Legend

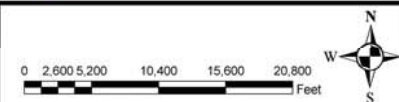
bikeroute2010
FEA_CODE

- 1 Bike Path
- 2 Bike Lane
- 3 Bike Route



The data contained herein was compiled from various sources for the sole use and benefit of the Pulaski Area Geographic Information System (PAGIS) and the public agencies it serves. REVIEW OF THIS DATA FOR ACCURACY, AND ANY NECESSARY EDITING, HAS NOT BEEN COMPLETED AT THIS TIME. Any use of the data by anyone other than PAGIS is at the sole risk of the user, and by acceptance of this data, the user does hereby hold PAGIS, and its members, harmless and without liability from any claims, costs, or damages of any nature against PAGIS, including cost of defense arising from improper use of the data, or use by another party. Acceptance or use of this data is done without any expressed or implied warranties. The geographic data herein was taken from 1997-1998 Photography.

Master Bike Plan 2011



Little Rock Master Bike Plan

with 2013 updates



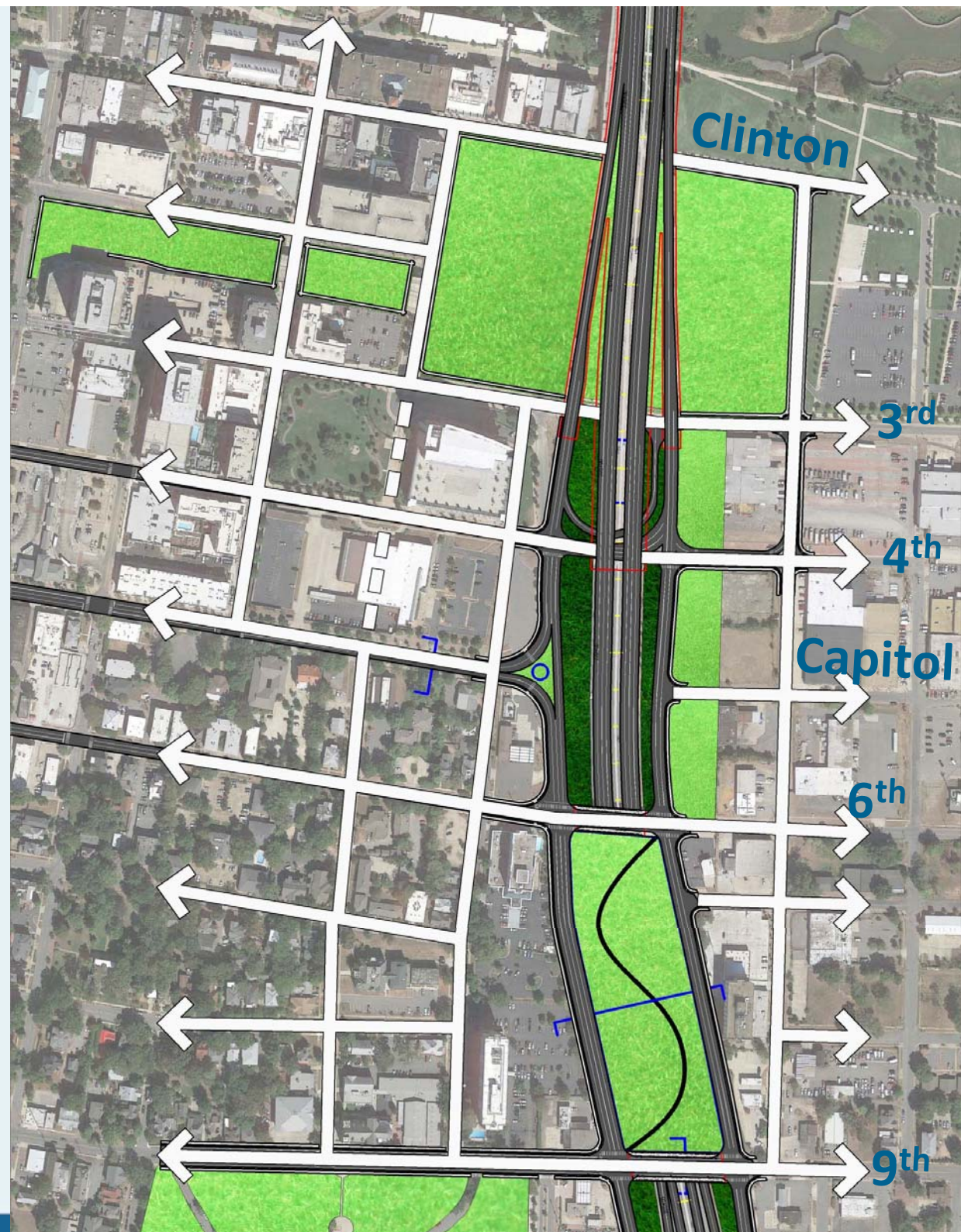


Little Rock Master Bike Plan

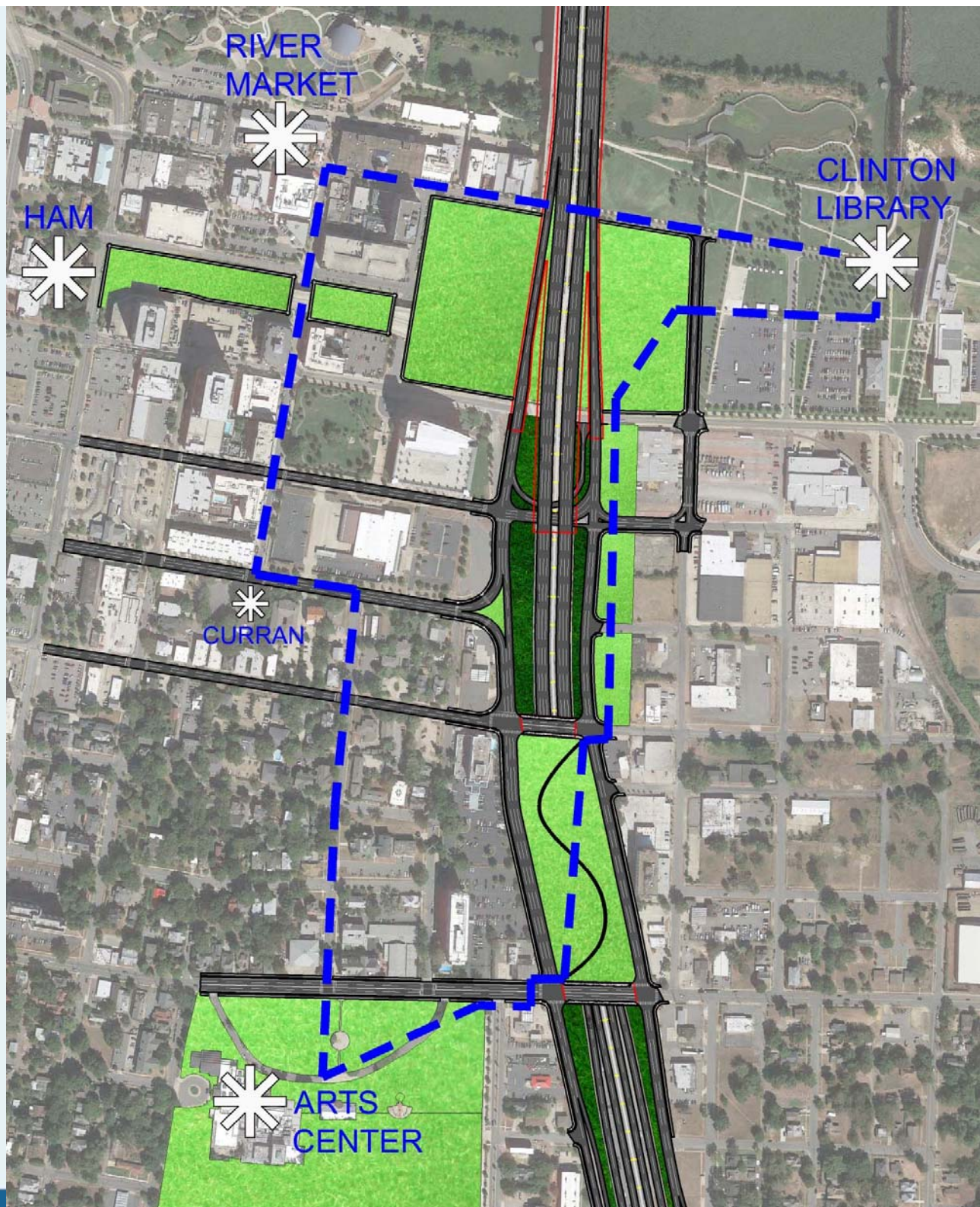
with 2013 updates



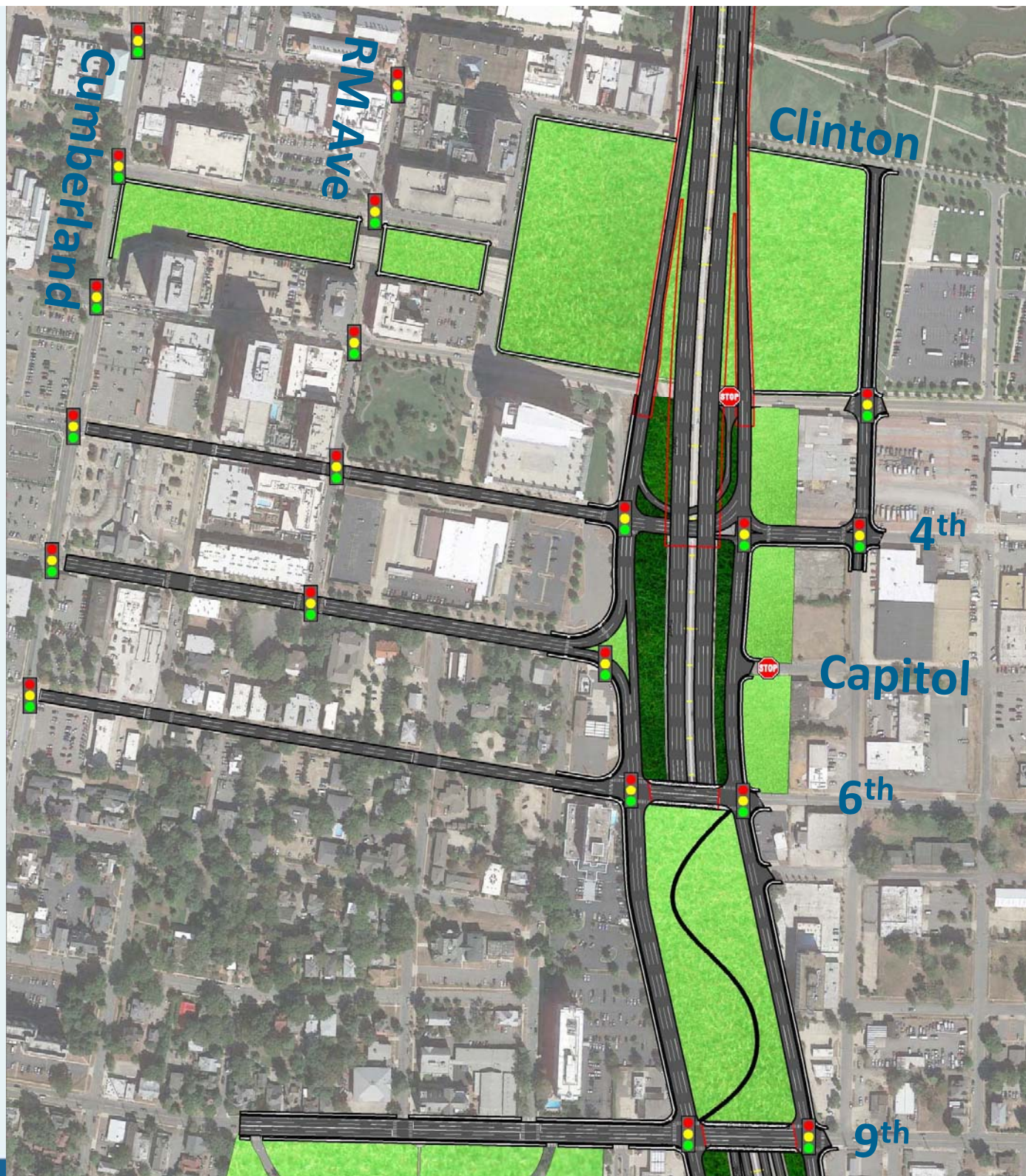
Improved Street Grid Connections



North-South Connectivity



Safety and Signal Locations



An aerial photograph of a city area, likely in Atlanta, Georgia, showing a proposed development. A large, multi-lane highway (I-75) runs diagonally from the top left towards the center. To the right of the highway, a large green field is being developed, with a new street grid overlaid. The field is bordered by a line of trees. To the left of the highway, there are several large, modern buildings, including a prominent one with a glass facade. The surrounding urban area is dense with various buildings, parking lots, and trees. The overall scene depicts a major urban infrastructure project.

Reconnects Street Grid
Enhances Mobility
Enhance Green Space

Accommodates
Multi-Modal
Transportation
Connects Cultural
Institutions
Provides Development
Opportunities

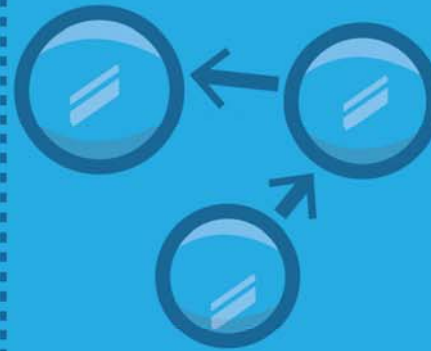
Thank you



NELSON

NYGAARD





DISCOVER ➤ DISCUSS ➤ DESIRE ➤ DOCUMENT

MARCH

APRIL

MAY





Final Words

- **View materials**
- **Ask questions**
- **Leave comments**

- **Meeting ends at 8:00 p.m.**