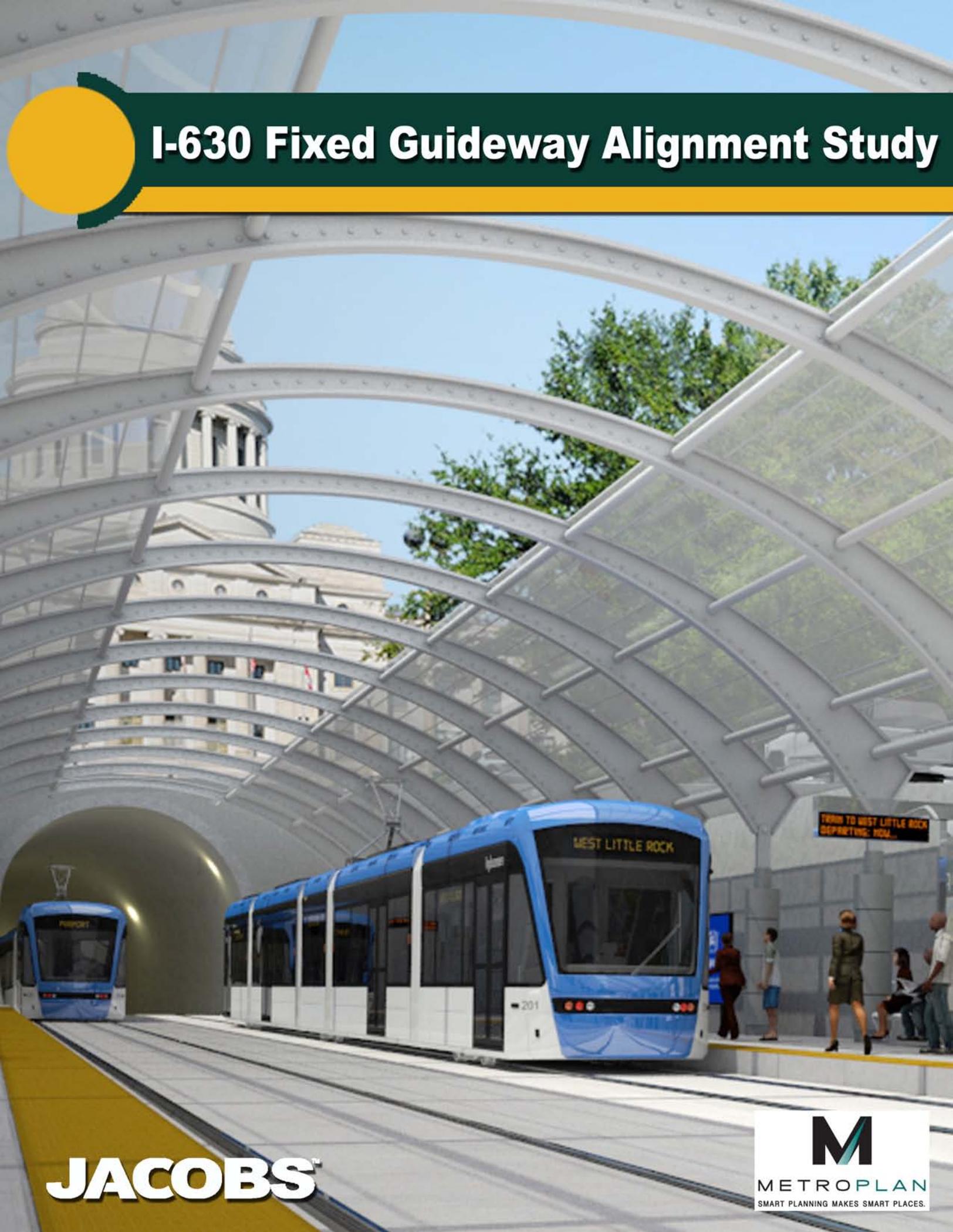


I-630 Fixed Guideway Alignment Study



Foreword

This study is the product of the February 2, 2010 agreement between Metroplan, a council of governments located in Pulaski County, Arkansas and Jacobs Engineering Group Inc., a corporation with a principle office in Little Rock. Metroplan is the designated metropolitan planning organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area.

The I-630 fixed guideway alignment study was undertaken to determine a suitable mode and transit alignment for that mode within the study corridor. The overall study corridor extends from west of I-430 to east of I-30 between Markham on the north and Kanis/12th Street on the south. The overall goal for the study was to define a transit alignment with a relatively low-cost level of effort that provides for notable public involvement. The primary purpose for the study has been to identify a future alignment for fixed guideway in the study corridor and provide designers of I-630 improvements the opportunity to develop compatible plans.

Jacobs subcontracted with J Kelly Referrals & Information Services, Inc. of Little Rock to assist in meeting the public involvement requirements of the contract.

Executive Summary

The I-630 fixed guideway study has been prepared to identify a feasible and desirable transit right-of-way that can be preserved for future construction in the I-630 corridor, perhaps within the next decade. Highway construction and private-sector investments have continued incrementally in the study corridor for decades; a fixed guideway offers an alternative that must be planned for or it will not be addressed and realized. This study provides plan and profile drawings detailing the alignment and station locations to be preserved so that future roadway projects can take the transit improvements into consideration and so that private-sector improvements can capitalize on the transit opportunity. Figure 1 on the following page shows the 12.3-mile-long alignment with 12 initial station locations and two future station locations on an aerial photograph.

This project can address growing traffic congestion in the I-630 corridor, growing demand for parking at activity centers, diminishing reliability of transit services as a result of traffic congestion, inadequate bus service levels, inability to attract patrons of choice to transit to provide adequate funding, and I-630 growth and development, which is limiting future transit options. The project has four primary goals: 1) to provide transit services to improve mobility and accessibility; 2) to develop financially attainable transit services; 3) to facilitate sustainable community development; and 4) to enhance Central Arkansas' quality of life.

This study was developed using a community involvement program with three public meetings at key project steps and a series of steering committee meetings among other outreach activities. A video has been prepared as part of this study to help the community visualize the proposed outcome.

A full range of technologies or modes of transit were evaluated for this fixed guideway study. Fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. Two modes, bus rapid transit (BRT) or light rail transit (LRT), are suitable for this corridor; and the more demanding LRT technology was used to design the fixed guideway alignment to preserve the potential to implement either technology at a future date.

The corridor defined for this project's study extends from Markham on the north to 12th/Kanis on the south and from I-30 on the east to the I-430 vicinity on the west. In addition, the study also addresses linking downtown and the airport with fixed guideway, based on the findings of a separate streetcar study, which was developed in discussions with the airport. A whole series of possible alignments and different station locations were considered to serve key corridor attractions and destinations, as well as to provide for future transit oriented development (TOD). The most promising of these alignments were combined into three end-to-end alignments, evaluated, and then consolidated and refined into a single alignment based on public comment, ridership potential, geometry, cost, and engineering judgment. This study also developed a new more cost-effective concept to accommodate future extensions by using the I-630 alignment as a central spine corridor of a future regional system extending to Benton, Cabot, and Conway.

Future steps include potentially pursuing Federal Transit Administration (FTA) funding, securing needed local funding, and exploring the idea of establishing a private-sector advocacy group. Central Arkansas could gain significantly by advancing this project.



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Section 1. Study Purpose, Problem Statement, Goals & Objectives

A. Study Purpose

The purpose for the I-630 Fixed Guideway Study is to identify a feasible and desirable transit right-of-way that can be preserved in the I-630 corridor, so that a fixed guideway transit line can be built in the future, perhaps within the next decade. Establishing a fixed guideway corridor will permit both the public and the private sectors to accommodate a future fixed guideway and to relate their development to maximize the potential of the future fixed guideway corridor. The interest is to provide for and encourage future transit development, which might otherwise be precluded in the corridor as I-630 improvements are made and as private and institutional real estate development intensifies in the corridor.

B. Problem Statement

The I-630 corridor is experiencing:

- Traffic congestion,
- Growing demand for parking at corridor activity centers,
- Diminishing reliability of transit service as a result of traffic congestion,
- Inadequate bus service levels,
- Inability to attract patrons of choice to transit to provide adequate funding, and
- I-630 growth and development is limiting future transit options.

Developing a fixed guideway in the study corridor can relieve traffic congestion; improve mobility and accessibility to corridor jobs; and enhance the community's quality of life.

C. Goals & Objectives

Four draft goals for building a fixed guideway in the Central Arkansas area are listed numerically below, followed by a series of objectives for each goal, listed alphabetically. Corresponding measures of effectiveness are included in italics, following each objective. These measures could be employed to evaluate the effectiveness of the proposed alternative(s) to address each objective when the project is advanced to an Alternatives Analysis/Preliminary Engineering phase.

1. Provide transit services to improve mobility and accessibility
 - a) Give Central Arkansas residents attractive (speedy, comfortable, & reliable) trip-making choices
Measures: Travel Time Savings (peak, off-peak, roadway versus transit); Accessibility within corridor (pedestrian, ADA); Reduce Person Hours of Travel
 - b) Increase accessibility to core-area Central Arkansas venues
Measures: Connectivity to activity centers/venues; Hours of transportation system user benefits

- c) Increase transit usage among users of choice and transit-dependent without regard to age, income, or disability
Measures: Increase transit trips in the corridor compared with the no-build alternative; Reduce single-occupant vehicle trips in the corridor; Zero-Vehicle-Household and Low-Income households within specified proximity to stations; Mainstream ADA access
- d) Improve projected traffic flow and trip-making potential
Measure: Changes in LOS, traffic volumes on roadways; Additional transit capacity
- e) Enhance safety for pedestrians, transit users, and motorists
Measures: Reduction in pedestrian/auto conflict points; reduction in highway auto accidents; Reduction in the number of potential accidents and their severity
- f) Enhance opportunities for transfers between modes both within and to and from Central Arkansas, including technology connections (e.g., synchronization, Intelligent Transportation Systems/ITS. etc.)
Measures: Connectivity to other transportation facilities (airports, future high-speed rail, roadways, highways, park-n-ride, and other transit)

2. Develop financially attainable transit services

- a. Optimize operating efficiency
Measures: Operating Cost per Passenger Mile; Occupancy rates (fixed guideway versus roadway capacity)
- b. Maximize capital funding opportunities and minimize operating costs
Measures: Incremental cost per hour of transportation system user benefit; Capital, operating, maintenance costs
- c. Maximize system revenue
Measures: Revenue generated by facility; Opportunities for value capture¹

3. Facilitate sustainable community development

- a) Provide for and stimulate economic development focused around core-area nodes (to revitalize the central city) and along regional links (to meet demographic trends)
Measures: Connectivity to existing commercial development; Transit Supportive Land Use
- b) Facilitate job growth and population growth
Measures: Employment within walk-access of stations (current and projected); Jobs within specified travel times (current and projected); Existing and potential new residential units stimulated within walk-access of stations

¹Value capture refers to a type of public/private partnership in which the private sector compensates a public agency for the cost of the public-sector investment, such as fixed-guideway transit, that generates economic value for private-sector property owners.

- d) Create value capture* opportunities for transit providers and for other taxing jurisdictions, such as school districts
Measure: Quantify number of opportunities provided; provision of city policy enticements

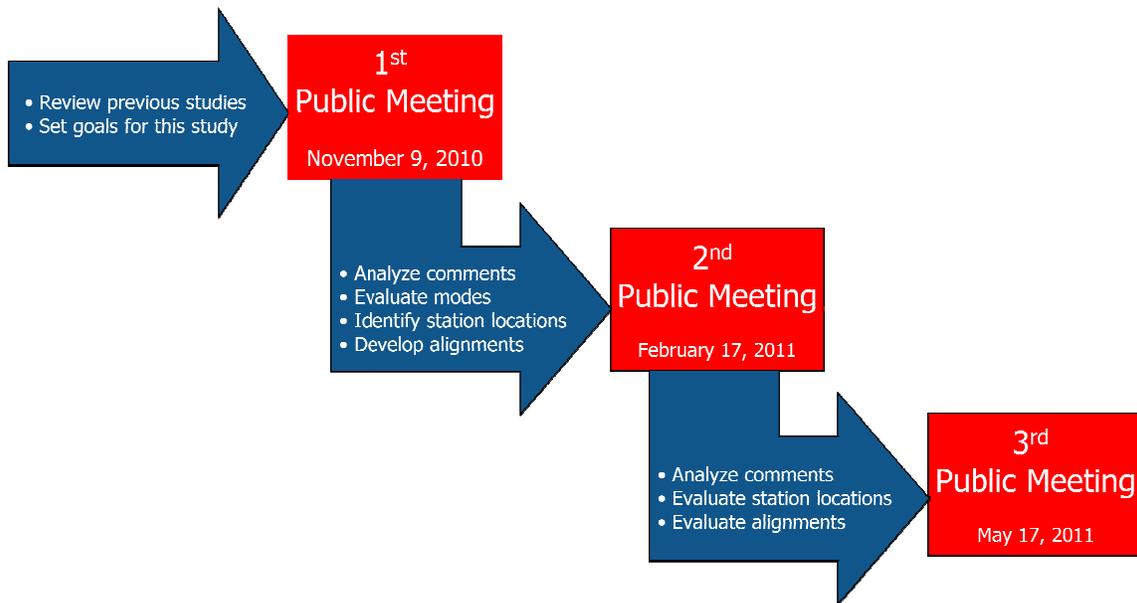
- 4. Enhance Central Arkansas' quality of life
 - a) Minimize environmental impacts and enhance the region's environmental quality
Measures: Avoid, minimize, or mitigate impact on the built and natural environments; Numbers of displacements of residential units and commercial buildings; Adverse effects on parks, institutions, and historic properties; Current versus future air quality projection reduction

 - b) Address regional and municipal development collaboratively
Measures: Consistency with local comprehensive plans; Community Cohesion (barriers, visual impacts, etc.); Redevelopment potential

 - c) Employ high design standards, art, and project enhancements to make the project an amenity for the community and to create 'special places'
Measures: Opportunities for project enhancements

Section 2. Steering Committee and Public Involvement

A public involvement plan was prepared for the project and is included in Appendix A. It provides for a series of three public meetings at key steps in the project development, each of which is preceded by a Steering Committee meeting, along with other project outreach efforts. In addition, the Steering Committee met in a kick-off meeting on July 15, 2010 to begin the study effort and on April 14, 2011, following the third public meeting. Copies of the public meeting summaries and minutes for each of the Steering Committee meetings are included in Appendix A. Project information was also posted on a separate webpage on Metroplan’s website and updated throughout the duration of the project; a series of questionnaires corresponding with each public meeting was also posted on the webpage to solicit input. The following diagram shows the study process, which is based on the three milestone public meetings, which were held at different venues spanning the project corridor from east to west:



The public meeting and intertwined Steering Committee meeting dates, times, venues, purpose, and participation are summarized below.

The July 15, 2010 kick-off Steering Committee meeting was held at Metroplan’s conference room at 3 pm to review and discuss the study corridor limits, destinations, and attractions; the study process and schedule; the role and responsibilities of the Steering Committee; the draft public involvement plan; and draft goals and objectives for the project. A total of seven steering committee members participated in this meeting along with a half dozen Metroplan and Jacobs staff.

The second Steering Committee meeting was held at 1:30 pm at Jacobs’ conference room on September 18, 2010. This meeting included a detailed presentation of the findings from previous studies and a review of draft goals, objectives, and evaluation measures, along with scheduling the first public meeting venue, date, and time. A total of six steering committee members participated in this meeting along with five Metroplan and Jacobs staff.

The project's first public meeting was held at the Pulaski County Regional Center, Metroplan's Jeffrey Hawkins Conference Room in downtown Little Rock from 4-7 pm on Tuesday, November 9, 2010, using an open-house format. Media news releases, flyers, blast emails, newsletters, and notices mailed to those on the project mailing list and local property owners, along with a November 3 radio talk show appearance were among the measures used to inform the public about the meeting and the project. The purpose of the first public meeting was to inform the public about the transit study, including the study process and schedule; describe the study corridor; and present the study problem statement, project purpose, goals, and objectives for comment and review; as well as answer questions and receive citizen input. Terms, such as "fixed guideway," were explained. A downtown power outage curtailed the meeting at dark and reduced attendance to a total of 18 people. A total of nine persons submitted comments at the meeting or on the project's website.

The third Steering Committee meeting was held at 1:30 pm at Jacobs' conference room on January 13, 2011. This meeting included a presentation on a full range of mode technologies with a focus on streetcar, bus rapid transit (BRT), and light rail transit (LRT); a presentation on three possible alignments (north—Markham; middle—I-630; and south—12th/Kanis) with possible station locations; and scheduling a second public meeting venue, date, and time. A total of five Steering Committee members participated in this meeting along with six Metroplan and Jacobs staff.

The project's second public meeting was held at the Park Plaza Mall from 9 am to 7 pm on Thursday, February 17, 2011, in an open-house format. It was advertized similarly to the first public meeting, along with TV Channel 4, 7, 11, and 16 community events, as well as a Comcast Channel 18 community calendar posting. The purpose of the second public meeting was to solicit public comment on mode technology, alternative alignments, and station locations. The session's long duration and visibility in the mall garnered considerable walk-up traffic. A total of 72 people signed in at the open house session, and 143 submitted comments at the meeting or on the project's website.

The fourth Steering Committee meeting was held at 1:30 pm at Jacobs' conference room on April 14, 2011. This meeting included a presentation on the first and second public meeting comments; a review of mode technologies and comparative evaluation of the three possible alignments with stations by project segment (airport, downtown, center section, and west of I-430), leading to a single conceptual alignment with stations; and scheduling the third public meeting venue, date, and time. The consultant also distributed a draft table of contents for the project's report so that committee members could review it and offer comments. A total of five Steering Committee members participated in this meeting along with four Metroplan and Jacobs staff.

The project's third public meeting was held at Baptist Hospital in Dining Room No. 3 of the Gilbreath Conference Center from 4-7 pm on Tuesday, May 17, 2011, using an open-house format. This meeting was advertised similarly to the previous public meetings. The purpose of the third public meeting was to present the preferred alignment and station locations for public consideration. A total of 46 people signed in at the meeting, and three submitted comments.

A video was prepared for the I-630 Fixed Guideway Study and posted on Metroplan's website at www.metroplan.org to provide an additional opportunity for the public to become involved. The video provides a visualization of the preferred route, showing light rail vehicles moving along the route and stopping at the stations with labeling of relevant place names.



Rendering of War Memorial Stadium Station

Section 3. Previous Studies

This section summarizes relevant items from seven contract-identified documents. Its primary focus is on the transit-related aspects of the documents, or on features of other modes or document components that may affect the location and operation of a fixed guideway within or adjacent to the I-630 study corridor. The study corridor generally extends from Markham on the north, downtown on the east, Kanis/12th on the south to I-430/Shackleford on the west, including the Chenal/Financial Parkway area.

The seven documents reviewed in the following text (with parenthetical page number references) are as follows:

- A. Central Arkansas Regional Rail Project – September 1999 CATA
- B. I-630 Corridor Study – November 1999 – Metroplan
- C. Regional Arterial Network Planning Study – May 2003 – AHTD
- D. Areawide Freeway Study Phase II – August 2003 – AHTD
- E. A Regional Transit Vision for Central Arkansas – January 2004 – Metroplan
- F. METRO 2030 (Central Arkansas Long Range Transportation Plan) – September 2005 – Metroplan
- G. I-430/I-630 Interchange Preliminary Design 2009 – AHTD

A. Central Arkansas Regional Rail Project Final Report

The Central Arkansas Transit Authority (CATA) issued the revised Central Arkansas Regional Rail Project Final Report in September 1999, using Federal Transit Administration (FTA) funding in part and consultant support; the document was originally published in August 1998. The document evaluates which Central Arkansas corridors “are logical candidates for a cost-effective fixed-guideway system through the year 2020” and which “technologies . . . might be appropriate in those corridors (p. 1-3)”. It also prioritizes the corridors and addresses land use and development issues related to fixed-guideway transit systems. The purpose for preparing the document was to make plans for dealing “with future congestion and mobility problems” and to help “focus changes to land use and development practices” to address those problems (p. 1-3).

The project steering committee for the Regional Rail Project identified eight major goals, five of which call for “using transit as a development tool (to revitalize the central city, to focus development as an alternative to sprawl, to promote economic development, to reverse population loss trends, [and] to develop ‘special places’). The other three major issues mentioned deal with improving mobility: locating rail corridors to meet demographic trends; providing an alternative to the single-occupant auto; and providing travel times comparability or savings (p. 1-5).”

The report notes that “while previous regional growth has been focused to the northeast in the US67/167 corridor and to the southwest in the I-30 corridor, future growth will begin shifting to the west and northwest along the I-40 and I-430 corridors (p. 1-6).” Population out-migration from the central city will continue, population growth will continue in outlying areas, while most jobs will remain in the central core (p. 1-7). Area population is projected to grow by 32 percent between 1995 and 2020 (p. 1-7), and employment is forecasted to grow by almost 36 percent (p. 1-9).

I-630 carried 90,000 vehicles per day in the late nineties and was forecasted to carry more than 103,000 by 2020 (p. 1-13), according to the Regional Rail Project. The document also referenced a September 1987 Passenger Rail Feasibility Study, which included consideration of rail service between the airport and downtown Little Rock assuming use of conventional trains for the approximately five-mile-long route considered and was estimated to yield ridership of 400 trips per day (p. 1-23 and 1-24).

The Regional Rail Project report also references the March 1997 Airport Master Plan, which notes “that once the 6th-Temple connection is complete ‘this would also provide an excellent corridor for light rail access from the airport to the Little Rock central business district. Metroplan . . . generally believes that light rail connections will materialize along the river. Therefore, airport plans should continue to reflect the potential for this development in the future’ (p. 1-33; see also p. 3-10).” The report also references the River Rail streetcar project (p. 1-34).

In referencing various major investment studies of Central Arkansas corridors, the River Rail Project report notes that fixed guideways may not be warranted at the time of those studies, although continuing to add highway capacity and not providing for a future regional rail system will have negative implications for implementing a regional rail system (e.g., p. 1-36)

The Regional Rail Project report evaluates a broad array of possible transit options, giving the better ratings to the lower-cost proven-technologies of commuter rail, streetcars/trolleys, and light rail (p. 2-28 and 2-29). The document notes that developing existing railroad corridors, if the railroad owner’s approval can be secured (p. 1-15), is usually cheaper, although the existing “railroad corridors usually are not located directly next to major activity centers (p. 3-2).” “Street-running alignments provide more of a visible presence in the local area and more direct access to activity centers; however, they also entail higher capital costs . . . and slower operating speeds (p. 3-2).” Rail lines located in freeway rights-of-way are noted as providing “quick and direct access between major activity centers and higher operating speeds; however, they also entail higher capital costs both for guideways and stations” (grade separations and station access) (p. 3-2).

The report identifies five general corridors, which “are evaluated as stand-alone corridors; however, the potential exists for combining corridors as mode-alignment recommendations and priorities are made (p. 3-2).” An I-630 alignment, plus options along Cantrell Road and the Little Rock Western Railroad, are proposed for the West Corridor, with mention of Markham and Kanis (p. 3-17 and 3-18). The West Corridor I-630 alignment ranked “good” on average as did six other corridor alignments, while four corridor alignments were judged “fair” on average (p. 3-36). The document suggests that “commuter rail and light rail would operate well in the I-630” corridor (p. 4-5)

The document states that “the West Corridor was second-ranked overall. It has the highest ridership potential and serves a large number of activity centers . . . It rates high in cost-effectiveness due to its relatively short length and the large number of modes that could potentially operate effectively there. It also has very high transit-oriented development potential and is probably the highest-ranked corridor in terms of reverse or all-day commute patterns because of the large number of activity centers scattered

throughout the corridor (p. 4-21). The report also notes that “none of these corridors will succeed without an adequate bus feeder network (p. 4-25).

B. I-630 Corridor Study

Metroplan initiated the I-630 Corridor Study “to improve mobility and safety within and through the 11.0 mile I-630/Chenal Parkway corridor over a 25-year period” for the purpose of including the study’s recommended strategy in the region’s long-range transportation plan (p. 1). Metroplan, the Arkansas Highway and Transportation Department (AHTD), and the Central Arkansas Transit Authority (CATA) guided the preparation of the study, which Metroplan consultants completed in November 1999. A number of measures were used to involve the public, including three events: 1) two area issue sessions; 2) a user survey; and 3) plan alternative meetings (p. 4).

“I-630 is the most densely developed freeway corridor within the Central Arkansas Regional Transportation Study (CARTS) Area, with numerous major traffic generators” (p. 1), including “downtown Little Rock, the State Capitol Complex, six hospitals, two regional shopping malls, War Memorial Stadium, and a developing major activity and retail center at the western terminus of I-630 (p. 5).” The corridor opened to traffic in 1985, 25 years ago, and has seen increased traffic as new development has taken place, notably in the Chenal/Financial parkway area (p. 1).

The I-630 Corridor Study included the following five steps (p.4):

1. defining baseline transportation needs and identifying potential transportation options
2. identifying critical issues from public input
3. developing transportations strategies
4. evaluating transportation strategies
5. comparatively analyzing final strategies and recommendations.

Population is projected to increase by 44 percent by 2025; employment by 63 percent; and retail employment by 72 percent (p. 5).

Some segments of I-630 corridor roadways were operating at Level of Service (LOS) F, or failure, ten years ago when the study was made, notably “University from 19th to Markham, Shackleford from Kanis to Markham, and Financial Parkway from Shackleford to Autumn (p. 14).” These same roadways are projected to have the heaviest congestion in 2025 (p. 14). “LOS F travel also occurs at the interchanges located at University and at Fair Park Boulevard (p. 15).” In addition, eastbound I-630 lanes between Shackleford and University experience congestion with traffic “traveling a nearly 20 mph under freeflow speed (p. 18).”

1999 transit service included “21 regular fixed routes and 10 express routes, (p. 24),” plus 12 paratransit vans (p. 24). Three bus routes, each of which affords 30-minute peak-period service, are identified as providing the primary east-west service: “Route 3 Baptist Medical Center; Route 5 West Markham; and Route 17 Mablevale-Downtown (p. 24).” An initial segment of the River Rail Streetcar system is referenced with service starting by the end of 2000 (p. 25). A separate March 1999 CATA study, Suburban Transit Planning Study, is referenced, which addressed part of the I-630 corridor generally west of Barrow Road. “The study concluded, based on demographic analysis and field observation, that there are not enough transit dependent persons and residents

located within the West Little Rock area to support a more intensive transit service. However, based on the employment opportunities within this area, potential riders might be attracted from among the people that work within the area, but reside from other parts of the CATA service area (p. 25).” Another separate CATA study, The Central Arkansas Regional Rail Project, is also referenced; it is the subject of a detailed review in this Technical Memorandum (p. 27).

The I-630 Corridor Study evaluation of existing and projected conditions reached the following conclusions (p. 27):

- The I-630 corridor includes a diverse mix of density and age characteristics and is projected to experience low growth over the next 25 years, which will shift westward, increasing traffic growth and worsening traffic operation.
- Employment will grow, especially in the Financial/Chenal Parkway area.
- Traffic growth is project to double the miles of congested roadway in the corridor.
- Accidents will increase by 27 percent proportionately with traffic increases in the absence of roadway improvements.
- Average traffic speeds are lower than the desired minimum threshold of 51 mph.
- The average traffic speed on Markham was 26.5 mph during peak hours.
- Freeway congestion is concentrated in interchange areas and on selected freeway segments.
- Approximately 2,150 transit trips per day occur along or through the I-630 corridor.

The I-630 Corridor Study notes that Travel Demand Management (TDM) “measures can also use land use controls to promote in-fill development and high-density transit-oriented development along major corridors so as to provide for more efficient travel mobility (p. 28).”

The I-630 Corridor Study differentiates between light-rail and commuter-rail fixed rail. LRT is defined as “electronically powered rail transit that typically operates at-grade within its own right-of-way or in mixed traffic, and can have transit stops approximately every half-mile. Commuter rail is generally powered by diesel engines, operates either above or below grade at relatively fast travel speeds, and has fewer stops than light-rail (p. 35).” “Typical [commuter] rail lines can be 20 to 50 miles long with stations located no closer than two miles apart (p. 36).”

“The current corridor transit ridership is just over 2,000 riders per day. Transit ridership could potentially increase by 30% to 40% with a light rail transit line but this would still be well below typical corridor threshold ridership of between 8,000 - 12,000 for considering implementation of LRT addressing commuter travel needs (p. 35).”

Transit service improvements addressed in the I-630 Corridor Study include (p. 36):

- Increasing the frequency of service
- Constructing park-n-ride lots to facilitate commuter transit usage; or
- Providing new transit service.

Reverse commuting and transit shuttle service, plus express bus service, are also identified (p. 36).

A number of signal system and arterial improvement strategies are identified to improve the relative travel speed of roadways, such as Markham and Kanis (p. 37).

The I-630 Corridor Study identified the following project goals and objectives to evaluate and select a combination of recommended strategies for improving mobility and safety in the I-630 corridor (p. 39):

Goal	Objective
1. Improve Mobility and Accessibility	<ul style="list-style-type: none"> - Reduce Vehicle Hours of Travel (VHT) - Increase travel speed - Market share - accessibility
2. Improve Safety	<ul style="list-style-type: none"> - Decrease the number of potential accidents - Reduce the severity of accidents
3. Increase Transit Use	<ul style="list-style-type: none"> - Increase transit usage and ridership - Reduce single occupancy vehicle trips from corridor
4. Provide Cost-effective Solutions	<ul style="list-style-type: none"> - Maximize benefit-cost ratios - Identify and recommend projects that qualify for public funding
5. Minimize Environmental Impacts	<ul style="list-style-type: none"> - Avoid, minimize or mitigate impact on built environment - Avoid, minimize or mitigate impact on natural environment
6. Minimize Project Cost	<ul style="list-style-type: none"> - Provide projects that can be implemented within a short- or mid-range time frame

The I-630 Corridor Study evaluation provides the following transit statements (p. 40): “transit will have limited benefits to safety” . . . “Improvements to the transit system, including increasing the use of park-n-ride lots provide an effective means to increase transit usage” . . . “The more capital-intensive projects, such as fixed rail or roadway widening, can have mixed [environmental] results.”

The I-630 Corridor Study addresses two transit Strategies: Strategy 3 Rail Transit and Supportive Transit, which includes either LRT along Markham Street or commuter rail on existing railroad tracks, plus transit route restructuring with some highway improvements (p. 44); and Strategy 4 Transit Service Option, which includes express and shuttle bus service, route restructuring, flextime, ridesharing, improved park-n-rides, signal coordination, incident management, and access control on Shackelford (p. 45). A rail corridor was considered along I-630 and another was considered along Markham. Employment in 2025 is projected to be approximately 49,800 in the I-630 rail corridor and 45,900 in the Markham corridor, with the I-630 corridor “located closer to a larger number of employment centers and to a similar number of households (p.52).”

The analysis showed that “Combination strategies that included increases in transit service were shown to increase the level of transit usage. By far the most effective way to increase transit ridership shown [is] Combination Strategy 3 – Rail option. . . . The increase in fixed route transit service would increase transit use by 23 percent (p. 55).”

The I-630 Corridor Study recommended plan calls for a combination of short-term (1-5 years), intermediate (5-15 years), and long-term (15-25 years) recommendations, totaling \$186.9 million (p. 58). Three transit improvements are included in the short-term recommendations: shuttle bus service; peak express bus service and park-n-ride lots; and flex time programs (p. 64). A number of intersection/interchange improvements are also included in the recommended strategies to respond to congestion problems, notably, the Shackelford Road and Markham Street intersection and the Markham Street and University Avenue intersection (p. 61-62). In addition, the proposed Mid-Town Crossing, linking North Little Rock with I-630 in the vicinity of the capitol, was shown to

provide significant traffic relief on I-630 and is included in the intermediate recommendations (p. 65 and 67).

Building a light rail transit line “would attract approximately 8,000 more riders (4,000 round trips) than the current system serving the I-630 corridor,” but it would not benefit I-630, which would still operate at LOS F, and it could cost more than \$200 million (p. 70-71). “Due to the high construction cost and the forecasted low usage of the system, a light rail system is not recommended for the I-630 Corridor (p. 71). . . . “If future land use patterns exhibit higher employment densities or populations, light rail or HOV strategies may become more practical especially as part of a region-wide system (p. 71).”

A number of transit comments from the general public are included in the Appendix describing the I-630 public meetings held in July and September 1999 (p. 80-85):

- “Have express bus service along Markham, Kanis and other feeder streets” . . . “Develop rail transit as an alternative.”
- “Transit is the key to being a real city instead of a small town.”
- “More transit produces less car traffic congestion and creates economic growth.” . . . “Wants a diversified transit system.”
- “Replace reduced capacity of roadways with more mass transit service.”
- “The corridor itself is too short for commuter rail use.”

C. Regional Arterial Network Planning Study Report Final Report

The Regional Arterial Network (RAN) Planning Study Report Final Report was first completed on December 31, 2002 and revised May 2003. The document was prepared for Metroplan and AHTD using consultant support.

RAN is a system of state and local roadways that provide feasible alternatives to the freeway system (p. E-1). A total of 29 corridors were identified with 16 identified as priority corridors that closely meet the RAN objectives for providing a high level of mobility (p. E-1). Strategies were prepared to upgrade each corridor in the short (one to three years), mid- (four to ten years), and long-term (11 to 25 years) and were scored to enable prioritizing implementation (p. E-1 and p. 3). Six different categories of projects are addressed: intersection improvements, access management, intelligent transportation systems, critical bridge replacements, alternative transportation modes, and roadway widening (p. 3)

Corridor 14 (Kanis/Chenal/Markham/Third Street) runs the east-west length of the I-630 transit study corridor. Corridor 2 (University Ave/Chicot) plus two pairs of corridors run the north-south width of the I-630 transit study corridor. The corridor pairs, which run north-south in the downtown area, are Corridor 8 (SH 36/Salttillo/Clinton/SDH 365/McArthur/Pike/Broadway) from I-630 northward and Corridor 10 (SH 70/SH 367) from I-630 southward, plus Corridor 5 (SH 10/Chester) from I-630 northward and Corridor 6 (Military Rd./SH 5/Asher/Wright/Chester) from I-630 southward. Corridor 9 (SH 300/Chenal/Financial Pkwy) touches the western end of the I-630 transit study corridor at Shackelford Road (p. 1 and 2/Figure 1-1).

Corridor 14: “Potential strategies in the eastern part of the corridor [14] emphasize possible premium transit service, fixed route transit expansion, multimodal investments, ridesharing and vanpooling, intersection and traffic operations, incident management and access management. Not as many strategies are applicable on Kanis Road

because of development and topographical constraints, but possibilities include fixed route transit service, ridesharing/vanpooling, incident management and access management (p. 19).” Specific Corridor 14 improvements include a number of mid-term Markham intersection improvements, for example, at Bowman, Shackelford, Brookside, Rodney Parham, Mississippi, and Fair Park (p. 121 and 122).

Corridor 2: “Potential strategies for this corridor [2] emphasize land use policies, transit service expansion, bicycle/pedestrian facilities, capacity expansion, incident management, and access management (p. 12).” Specific University Avenue improvements include: programmed widening to six lanes divided; creation of a Transportation Management Association (TMA) for the medical/university district (to provide rideshare matching, carpool/vanpool coordination, a guaranteed-ride-home program, and transit marketing); a reduction in transit headways when east-west fixed guideway service is added across University Avenue; and southward extension of transit service along with the introduction of transit signal preemption.

Corridors 8 and 10: “Potential strategies for this corridor [8] include land use policies, telecommuting, possible premium transit service investment, bicycle/pedestrian improvements, rideshare/vanpool programs, intersection and signalization improvements and incident management (p. 16).” Proposed Corridor 8 improvements include: the programmed replacement/rehabilitation of the Broadway Bridge; the mid-term addition of a median in Broadway between Markham and I-630, and the provision of express transit service in the long term. “In the northern, more urban section [10], potential strategies emphasize possible premium transit service and transit capital investment (p. 17).” Corridor 10 improvements are not proposed at the north end of Corridor 10 near I-630. (p. 96).

Corridors 5 and 6: “In the eastern, more established areas of the corridor [5], there is potential to implement premium transit service, such as light rail or commuter rail given the higher residential densities and strong employment characteristics forecast for downtown Little Rock by 2025 (p. 14).” Class I Access management improvements are proposed for Chester Street on the west edge of downtown (p. 60 and 61). “Potential strategies for this corridor [6] include land use policies that encourage mixed use and development clustering, a better jobs/housing balance, telecommuting, possible premium transit service (such as commuter rail to downtown Little Rock), transit service expansion, rideshare/vanpool programs and access management. Because the corridor extends several miles and includes developing areas to the southwest, there is potential for a wide range of coordinated land use/transportation strategies that encourage alternate transportation modes and supportive land use patterns (p. 15).” Proposed Corridor 6 improvements include a short-term fixed guideway study, mid-term express bus service from Benton to downtown Little Rock, designation of a Class II bike route on Wright Avenue, and designation of Wright Avenue and Chester Street for Class I access management (p. 66, 67, and 68).

Corridor 9: “Potential strategies for this corridor [9] include land use policies, increasing fixed route transit service, transportation demand management (TDM) strategies, incident management, access management, and short capacity expansion. As a low density corridor, premium transit strategies are not likely to be viable, but there is potential for increasing fixed route transit service in coordination with encouraging a jobs/housing balance in the area (p. 16).” Proposed Corridor 9 improvements call for upgrading the Chenal/Financial Parkway to six lanes with a median, adding an

Advanced Traffic Control System, and reconfiguring the parkway's connection with the I-630 interchange (p. 90, 91, and 92). The latter improvement includes a grade separation of Shackelford Road, which is currently under construction and is discussed in greater detail in this technical memorandum's write-up of the I-430/I-630 Interchange Preliminary Design 2009. Additionally, a mid-term transit hub for local and express buses is proposed for the park-and-ride lot at the southeast quadrant of I-630 and Shackelford Road

D. Areawide Freeway Study Phase II

AHTD prepared this compendium of aerial photography for the Central Arkansas interstate highway network and adjacent land areas in August 2003.

E. A Regional Transit Vision for Central Arkansas

This January 2004 brochure presents a transit vision for Central Arkansas. This Central Arkansas transit vision is described in the Metro 2030 Long-Range Transportation Plan below, where it is summarized in this technical memorandum.

F. Metro 2030: The Long-Range Transportation Plan for Central Arkansas

Metro 2030 Plan

Metroplan prepared the Metro 2030 Plan, the second five-year update of Central Arkansas' Metropolitan Transportation Plan since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (p. 1). The 2030 Metro Plan was prepared with significant public involvement and adopted on September 29, 2005 (p. 1). The plan addresses roadways, transit, pedestrian and bicycle, and intermodal/freight modes; and it includes consideration of transportation's land use relationship, air quality, and financial implications. This description of the plan focuses on its transit and transit-related components.

"The transportation system's goal is to support economic development of the central Arkansas region, and to do so in a way that meets the broad societal goals of high environmental standards, equality of access, and transportation choice (p. 7 + 5-1)." The plan's strategy for transit is to "double the size and service of the bus transit system in the short-term and add fixed guideway service (commuter rail, light rail, and/or bus rapid transit) in the long-term (p. 7 + 5-1)." The plan also calls for building out the region's freeway system to six lanes, maximizing the capacity of the Regional Arterial Network (RAN), improving freight movement through rail-grade separations and other methods, and integrating pedestrian and bicycle facilities into the roadway network (p. 7 + 5-1).

The Metro 2030 Plan is intended to contribute to a more livable and efficient environment in central Arkansas by changing the way transportation systems and communities develop (p. 10 + 4-2). This vision is to be realized using an intermodal transportation system that maximizes the mobility of people and goods; minimizes transportation-related fuel consumption and air pollution; and establishes a strong link between the provision of transportation facilities and how land is used (p. 10 + 4-2). Six goals further define the vision (p. 10 + 4-2):

1. support economic growth through the safe and efficient movement of people and goods
2. provide equality of access and transportation choice for central Arkansas citizens without regard to age, income, or disability
3. protect and enhance the region's environmental quality
4. link land development and the provision of transportation facilities to protect and enhance the efficiency of the metropolitan transportation system
5. develop and/or enhance a quality transportation corridor network with high design standards for efficiency in moving traffic, with provision for pedestrian, bicycle, and transit options
6. identify and develop adequate funding sources to build and operate the metropolitan transportation system

The Metro 2030 Plan selected a hybrid Satellite Cities and Corridors preferred land use scheme, based on public involvement, for a number of reasons, including “increased opportunities for multi-modal transportation solutions” permitted by the combination (p. 7-12). This hybrid focuses on “development in and around established urban and suburban cities, and also along existing freeway corridors (p. 7-11).” Transit is proposed to support this land use development pattern with an “enhanced basic bus system, with light rail or bus rapid transit (brt) expansions along regional corridors (p. 7-11).”

The p. 4-4 text includes the following “Note: For transit to be considered a primary transportation option by the public, it will have to be supported with compatible land development policies (high density, mixed-use corridors and nodes) and adequate funding. Passenger intermodal hubs at the Little Rock National Airport and between bus, rail, and auto are important components of a strong public transit system as rail is deployed.”

The report's demographic data show that Jacksonville and Cabot together have about the same population as Conway, about 50,000, while Conway has more large employers (although one very large employer is located near Jacksonville) (p. 2-13 + 2-17). Benton, by comparison, has about half the population as the northeast and the northwest corridor destinations, although it has the greatest number of commuters into Pulaski County, roughly twice the number coming into Pulaski County from either Faulkner or from Lonoke counties (p. 2-13 + 2-14 + 3-4 + 3-5). The demographic data characterizes the typical bus passenger, based on on-board surveys, as a black/African-American male, age 30 to 44, who is employed full or part-time and travels to and from home and work five days a week (p. 3-9). He is additionally described as transit-dependent, taking two buses to complete his trip, and having an annual household income of less than \$25,000 (p. 3-9).

The 2030 Master Plan's p. A-16 graphic shows that some communities with a population similar to that of Central Arkansas--about 585,000 in 2005--operate rail transit systems; and the text notes that as the region grows, it will better support regional rail.

Transit Vision Plan

Public comments about transit at the outset of the Metro 2030 Plan development included “concerns about bus schedules and routes [and] specific suggestions for improvement addressed the need for more park n' ride lots, regional bus route coverage, local bus service, and types of transit (p. 6-6).” Rail was suggested going to Conway,

Jacksonville, and Benton; and positive comments were made about the cleanliness of existing facilities and the friendliness of transit drivers (p.6-6).

The Metro 2030 Plan includes a Transit Vision Plan, which was the product of a transit visioning charrette held on January 10, 2004 (p. 6-13). The top two public comments and recommendations generated by the Metro 2030 public involvement process are: 1) to refocus the region's growth around existing communities and corridors; and 2) the importance of a high-quality transit system to serve growing and aging population (p. 39 + 17-16). The Transit Vision Plan addresses these objectives (p. 39 + 17-16 + 17-18). It calls for extending service hours into the evening to allow work trip returns and adding Sunday service (p. 39 + 17-16 + 17-18). The vision for the community is to create four fixed routes from central Little Rock to Conway, Benton, Cabot, and west Little Rock using one or more appropriate technologies, such as light rail transit (LRT), Diesel Multiple Unit (DMU), or bus rapid transit (BRT) (p. 39 + 41 + 17-16 + 17-18). In addition, transfer centers and park-and-ride lots are to be added along with a significant increase in local and feeder bus service, extending into currently unserved areas, plus additional paratransit service (p. 40 + 17-17). The vision also calls for completing the River Rail streetcar system serving central Little Rock and North Little Rock (p. 40 + 10-3 + 10-4 + 17-17).

The charrette participants recommended building light rail in the I-630 corridor from west of I-430 through downtown with a connection to the downtown transit center and to the airport (p. A-7). The "planner's response" noted the suitability of this corridor, especially east of I-430 and that parallel arterial streets immediately north and south of I-630 should also be considered. A western terminus park-and-ride lot and a major transfer station at the I-630/I-430 interchange are referenced along with interface with the downtown trolley system (p. A-7).

Cost and Implementation

The Transit Vision Plan projects a \$4.2 billion cost for building and operating the transit network, of which \$284 million (\$21 million for maintenance and operation and \$263 million for capital costs) is projected for a proposed light rail line in the central to west Little Rock corridor (p. 44 + 17-19). The Metro 2030 Plan's financially constrained plan development calls for maintaining the existing bus service levels and serving most of the neighborhoods defined as low income or minority (p. 16-6). It provides \$230 million for "local transit service--fixed route" (\$194 for maintenance and operation and \$36 million for capital costs) (p. 19 + 15-2).

The plan recommends that the Central Arkansas Transit Authority (CATA) adopt a comprehensive bus transit plan for doubling bus and paratransit services so that a \$0.25 local sales tax can be passed in Pulaski County in lieu of the current general revenue funding by 2010 (p. 26 + 44 + 14-7).

The 2030 Master Plan also calls for establishing a Regional Transit Authority to plan and implement the long-term regional solutions for traffic congestion and to coordinate downtown parking and transit operations (p. A-14).

G. I-430/I-630 Interchange Preliminary Design 2009 – AHTD

AHTD has begun reconstructing the interchange of north-south I-430 with east-west I-630; I-430 crosses on structure over I-630 at the interchange, which carries some 180,000 vehicles per day (June 2007). The preliminary plans call for building two-lane-wide elevated directional ramps between northbound I-430 and eastbound I-630, between southbound I-430 and eastbound I-630, and between westbound I-630 and southbound I-430. The westbound-I-630-to-southbound-I-430 structure will be the highest ramp in the stack, where it crosses over the southbound-I-430-to-eastbound-I-630 flyover ramp on the eastside of I-430. In addition, the plans call for extending two-lane-wide connections between east- and westbound I-630 and Chenal Parkway on structure under I-430 and over Shackelford Road, which closely parallels I-430 on the west side of I-430. I-630 will be widened to eight lanes in width for a distance of about three miles between the University Avenue interchange and the I-430 interchange to accommodate the merging and diverging traffic from the flyover ramps. The design will move motorists' decision points farther from the interchange, which will enhance safety and traffic flow.

Section 4. Mode Technology

Multiple modes of transit technology are in use across the US. A review of those modes suggests that either bus rapid transit (BRT) or light rail transit (LRT) may be right for the I-630 fixed guideway corridor. A fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The Federal Transit Administration (FTA) uses this term to include:

- heavy rail, commuter rail, light rail,
- monorail, aerial tramway, inclined plane,
- trolleybus, cable car,
- automated guideway transit,
- ferryboats,
- that portion of motor bus service operated on exclusive or controlled rights-of-way,
- and high-occupancy-vehicle (HOV) lanes.

The other modes, including multiple hybrids, are probably not right for the I-630 corridor for the summary reasons listed.

- Heavy rail, such as systems in Washington, DC, New York, and Atlanta, is powered by an electrified third rail at track level that requires an exclusive right-of-way and prohibits at-grade track crossings for pedestrians and vehicles. These systems are more expensive to build and provide more capacity than required in the I-630 corridor.
- Commuter rail primarily provides peak-period service with limited mid-day service, if any, for commuters from outlying areas to a core area, often with limited intermediate stops. Commuter rail is typically provided on existing freight rail lines on a time-shared arrangement. The absence of an existing freight rail line in the I-630 corridor effectively precludes using this option.



- Monorail is typically used for entertainment venues, can be more expensive, and does not provide strong peak-period commuter capacity.

- Streetcar/Trolley, such as the River Rail system in Little Rock, is a traditional technology, which is operated at a slow speed typically with in-street running with multiple stops. This technology is frequently used to stimulate economic development in core areas; however, it is not well-suited for the travel time on end-to-end runs the length of the I-630 corridor.



Either BRT or LRT can provide adequate capacity and operating conditions for the I-630 corridor. The design criteria for LRT are more demanding than those for BRT, therefore, LRT criteria have been used in the I-630 conceptual design work on this study to preserve the future potential to choose either mode. The following text highlights some of the characteristics of and the differences between BRT and LRT.



Bus Rapid Transit (BRT) This is typically a higher speed bus operation with less frequent stops on largely exclusive right-of-way. The vehicle is typically larger than the average city bus. The investment community is typically less confident of the permanence of this fixed guideway mode than a light rail transit system resulting in less development around stations. It has a lower capital cost but higher operating costs per vehicle and

requires more frequent vehicle replacement than light rail transit, which can result in a higher life-cycle cost.



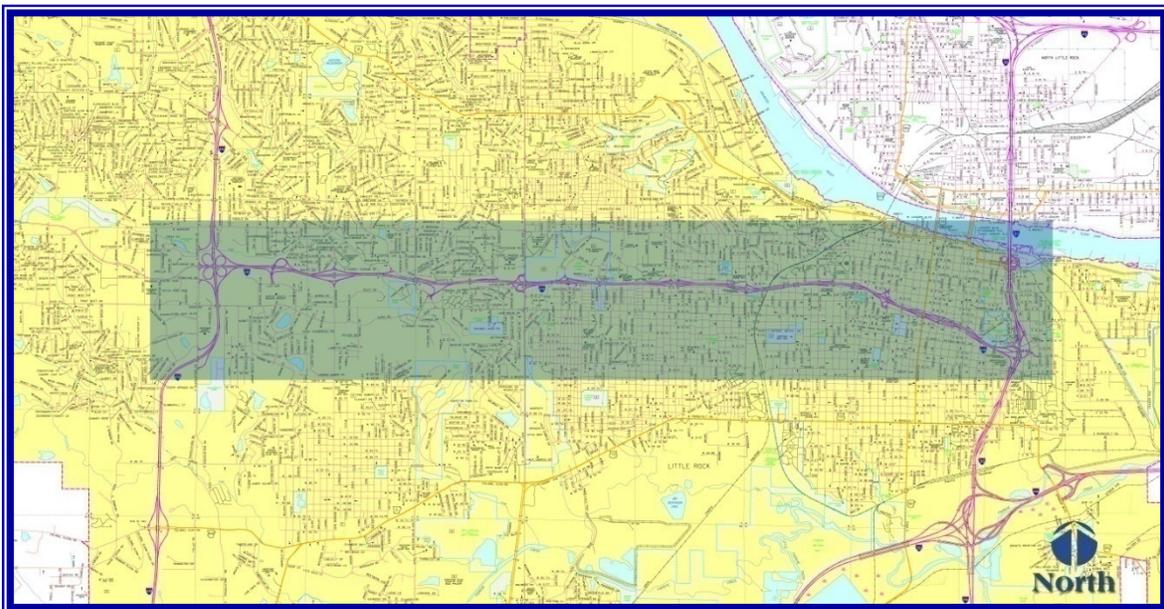
Light Rail Transit (LRT) This mode is typically electrically-powered with overhead catenaries and operates on a fixed rail alignment in exclusive and/or non-exclusive rights-of-way. The overhead power source accommodates at-grade vehicular and pedestrian crossings of the rail line. Newer technologies and hybrid equipment include operations without overhead catenaries for selected stretches of operations. This is traditionally a higher speed operation than a streetcar with fewer

stops/station. Station spacing is typically around one mile but can be closer in denser areas. This system attracts transit oriented development around stations.

Section 5. Study Corridor and Initial Alignment Evaluation

A. Study Corridor

The I-630 corridor is defined for the purpose of this study to extend from roughly I-30 in downtown Little Rock to the I-430 vicinity in West Little Rock between Markham on the north and 12th Street/Kanis Road on the south. The study also addresses linking downtown and the airport with fixed guideway. A city's airport, an important regional draw, is a major transit destination for a fixed guideway system, and is especially close to downtown in the case of Little Rock, which makes the ridership from such a short, cost-effective link particularly advantageous to capture. The downtown-airport connection was the subject of a separate streetcar study, which determined that using a streetcar to link downtown with the airport is not the right mode. The selected streetcar alignment developed in discussions with the airport has been incorporated into this study with minor modifications, such as modifying stops and eliminating 90-degree turns to provide an alignment better suited to higher-speed LRT operations. The inclusion of the airport leg should be part of the definition of a "minimum operable segment" in any future FTA study because of its significant ridership potential.



B. Initial Alignments

A whole series of possible alignments and different station locations were considered for the I-630 corridor. These alignments were developed to serve key corridor attractions and destinations, including the River Cities Travel Center, the downtown central business district, the State Capitol, Union Station, and corridor hospitals, institutions, plus developed and potentially developable properties. Figure 2 shows some of these Corridor Destinations and Attractions.

The most promising of these alignments were combined into three end-to-end alignments: a north (A), middle (B), and south (C) alignment. Figure 3 shows these



JACOBS™

0 1750' 3500'

1" = 3500'



● Figure 2
Corridor Destinations and Attractions
**I-630 Fixed Guideway
Alignment Study**

three alignments as presented at the February 17 public meeting. These three alignments were presented for comment at the second public meeting. The public was advised that alignments may be located at grade, on structure, or below grade, where needed, recognizing that tunnels and structures are considerably more expensive to build.

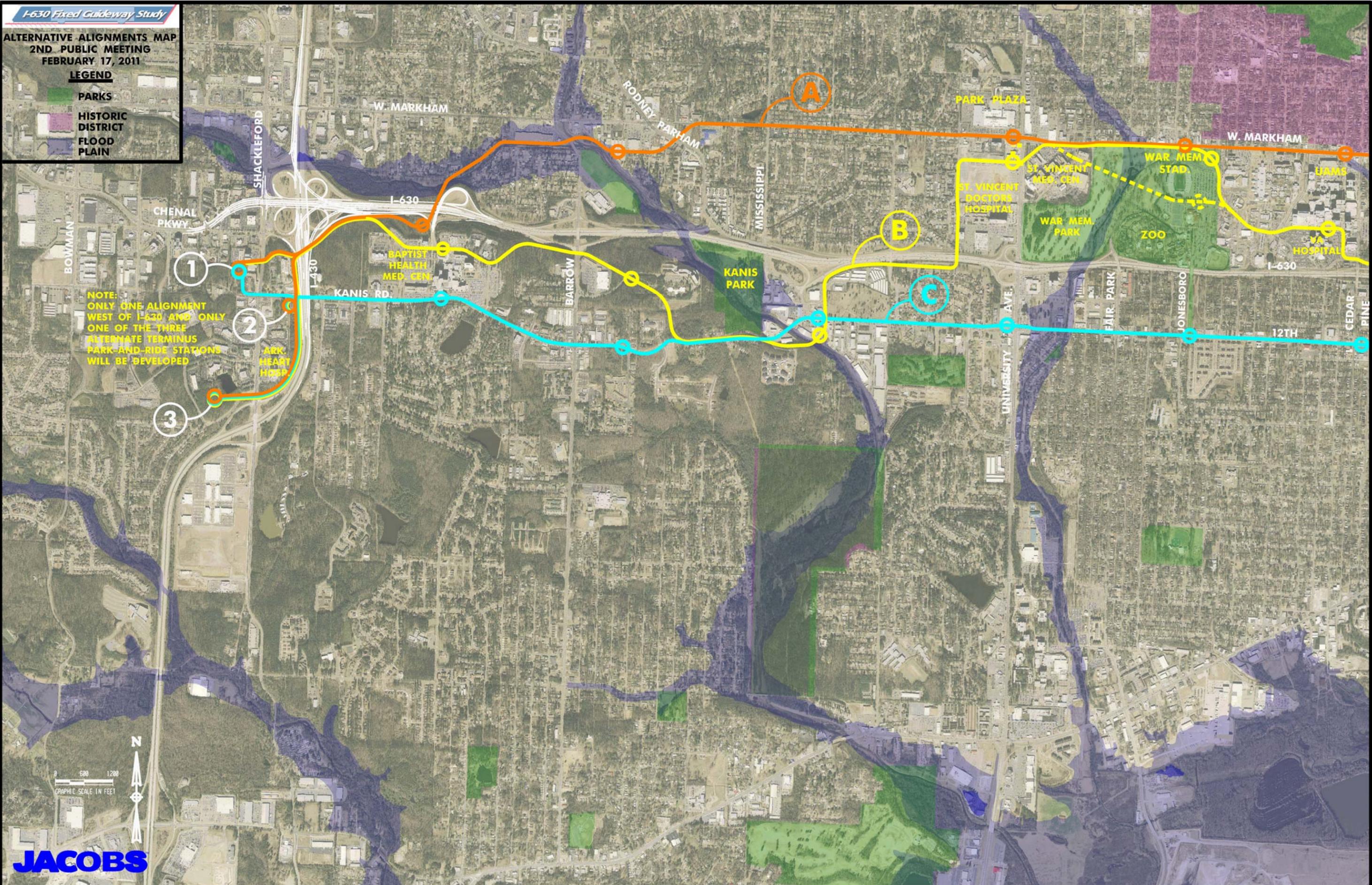
Stations are provided in roughly equal numbers on the three lines at about one-mile spacing, or closer in more densely developed areas to serve existing destinations and attractions, as well as to accommodate transit oriented development (TOD) opportunities. Stations will be accessible to pedestrians and local buses, with bus routes rerouted or created to serve stations, as appropriate; and drop-off/pick-up and park-and-ride access will be provided at stations, wherever possible.

ALTERNATIVE ALIGNMENTS MAP
2ND PUBLIC MEETING
FEBRUARY 17, 2011

LEGEND

- PARKS
- HISTORIC DISTRICT
- FLOOD PLAIN

NOTE:
ONLY ONE ALIGNMENT
WEST OF I-630 AND ONLY
ONE OF THE THREE
ALTERNATE TERMINUS
PARK-AND-RIDE STATIONS
WILL BE DEVELOPED



GRAPHIC SCALE 1 IN FEET

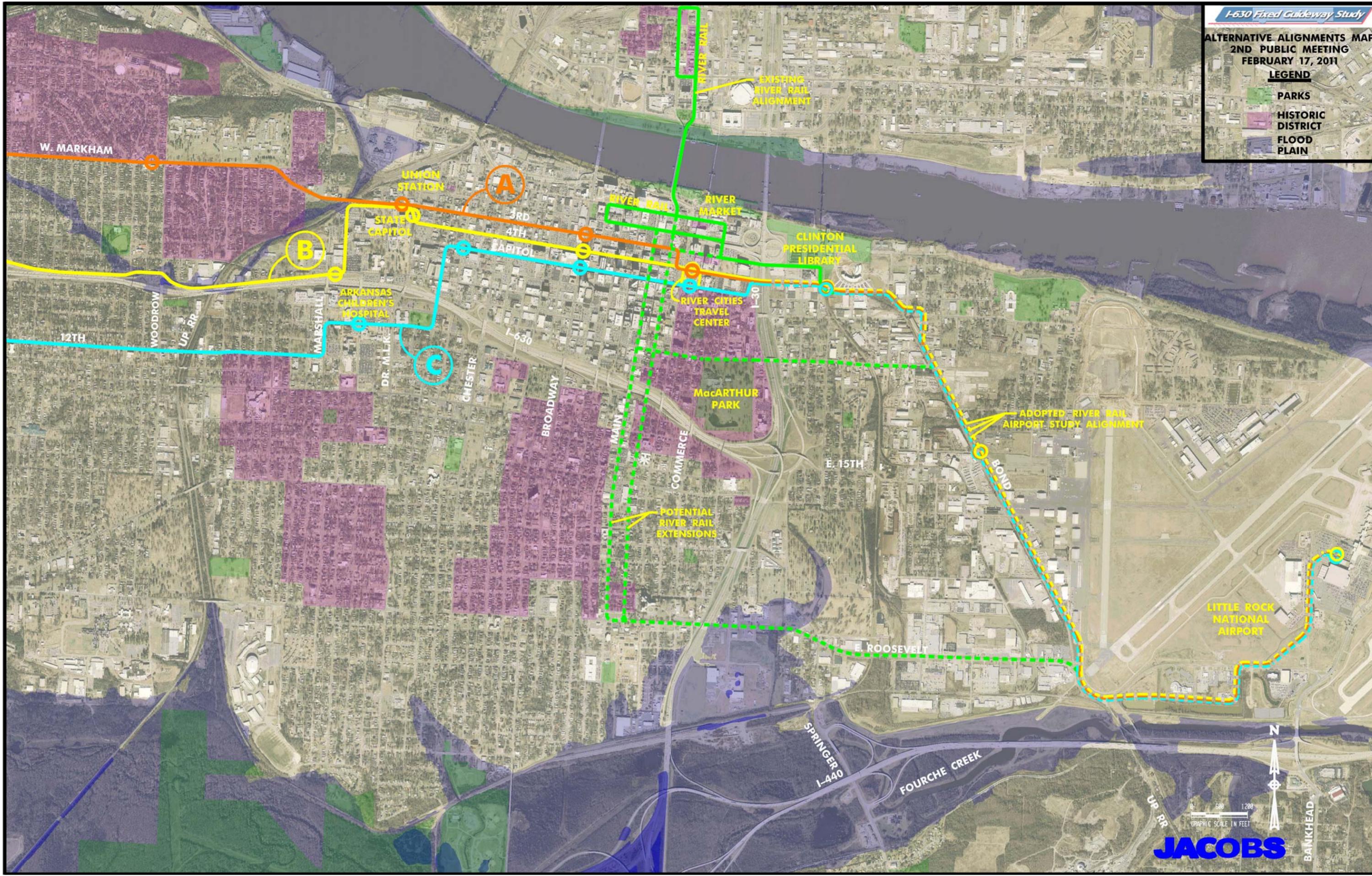


MATCH LINE

LEGEND

- PARKS
- HISTORIC DISTRICT
- FLOOD PLAIN

MATCH LINE



Section 6. Selected Conceptual Alignment

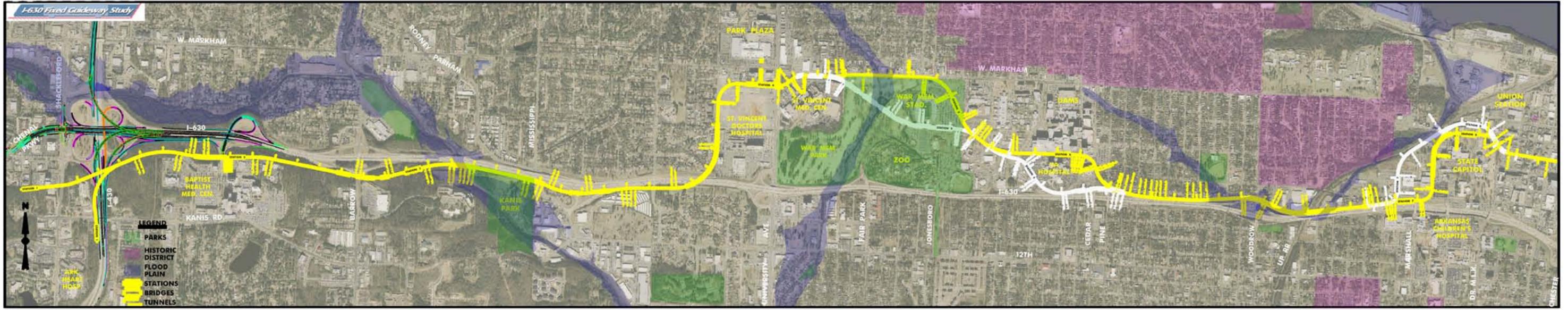
A. Evaluation of Initial Alignments and Station Locations

The following discussion reviews the merits of the three initial alignments that were prepared for the purpose of developing a single alignment. Figure 4 shows the alignments presented at the May 17 public meeting. The discussion reviews the three alignments in west-to-east order through each of four segments: west of I-430; center section; downtown, and airport. In addition, the discussion includes consideration of potential alignment/station modifications to shorten and straighten the initial alignments so that the resulting route could yield good operating speeds, which will maximize ridership.

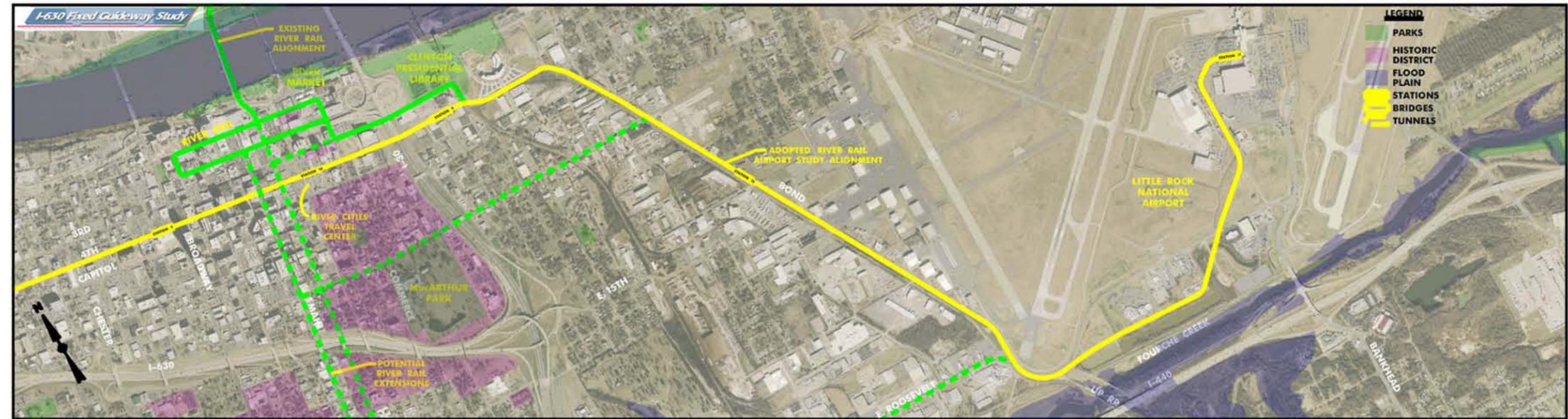
For the section west of I-430, Alternative 1 penetrates into West Little Rock serving Chanel Parkway development. Alternative 2 provides the shortest line length (least cost) and lies closest to I-430 where it can readily accommodate future extensions to Conway and to Benton. Its Kanis access over I-630 also provides an advantageous community connection. Alternative 3 provides the longest line (highest cost) solution and is located at the edge of commercial development. Thus Alternatives 1 and 2 offer the greater potential and both of these options west of I-430 should remain as possibilities so that one may be implemented, as needed, at such time as the project is ready to move forward. Alternatively, the alignment could initially stop on the east side of I-430 with a station serving both the Baptist Hospital and a terminus park-n-ride lot with access to Kanis. At such time as a future extension to the north or the south is advanced, the initial line could then be extended westward to provide additional service to West Little Rock before heading north or south.

For the center section of the study corridor between I-430 and the west side of the Capitol complex, Alternative B offers the best alignment and station potentials. Straightening and shortening this route will improve its end-to-end operating conditions. Alternative B best serves the multiple institutions in this corridor, which will drive ridership and development potential. The Alternative A (Markham) and C (12th/Kanis) alignments have the disadvantage of extensive in-street running (or will require significant displacements to create an exclusive alignment), which will limit LRT/BRT operations to a speed of less than the 30-mph posted street speed limit. In addition, Markham has some adverse grades, which exceed LRT design criteria.

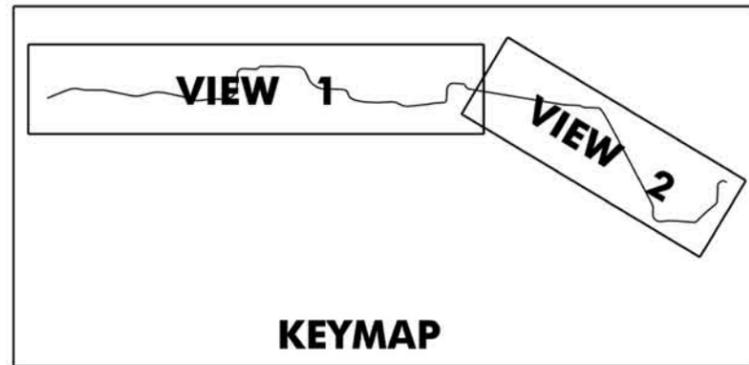
The two 90-degree turns east of the UAMS/VA station may be modified by flattening the alignment through property that these institutions own or will be acquiring. The alignment options through War Memorial Park need to be studied to determine which option will have the least impact on the park and provide for the best operating conditions for the transit line. This city-owned park would likely be classified as Section 4(f) if federal funds are used, requiring a need to prove that no prudent and feasible alternative exists to avoid any adverse effects and that all possible planning measures to mitigate harm are taken. In an unusual lease situation, War Memorial Stadium has the right to use all of the park lawn areas to park cars on game days on any grass areas in the park, which may constrain the parkland definition.



PLAN VIEW 1



PLAN VIEW 2



The station at University Avenue is proposed to be an elevated station/stop with good pedestrian linkages to St. Vincent Medical Center, Park Plaza shopping center, and the proposed redevelopment site located to the southwest of the station. Bus pull-out bays on both sides of University Avenue under the station could accommodate the University Avenue bus and other shuttle service to provide a good linkage to the University of Arkansas Little Rock (UALR).

The alignment between McKinley Street and a proposed future Barrow station could be shortened and located on the south side of I-630 adjacent to the roadway within the Arkansas Highway Department of Transportation (AHTD) right-of-way adjacent to Kanis Park, depending on the results of coordination with AHTD and its interest to widen I-630, (or it might be located on the north side of I-630, where some residential displacements would be required). Similarly, the alignment between Barrow and I-630 can be straightened by placing it closer to I-630 and by developing a station near the entrance road to the Baptist Hospital, with a good connection to the facility.

For the downtown segment (from the west side of the Capitol to I-30), Alternative C on Capitol Avenue provides a wide enough corridor with high visibility and heavy ridership potential. By comparison, Third Street (Alternative A) carries significant downtown traffic, as well as the streetcar in some blocks, and could not readily accommodate the addition of a light rail line without adversely affecting downtown vehicular circulation. Similarly, Fourth Street (Alternative B) is narrow with office buildings and garages crowding its sidewalks; it cannot readily accommodate full sidewalks, roadway lanes, and LRT right-of-way. Capitol relates well to the River Cities Travel Center bus transfer center without conflicting with the buses turning in and out of the center. A curve in the Capitol alignment east of the travel center can permit the alignment to use the Fourth Street underpass of I-30 to extend to the airport. A station on the east side of the Capitol can provide for a relatively flat although longer walk to Union Station.

A tunnel under Seventh Street and extending under the southeast side of the Capitol grounds can provide a direct link to the center of Capitol Avenue. Alternatively, the Capitol Avenue alignment could take a wider arc around the Capitol complex by curving to the north with a station just north of Capitol Avenue and then cross on structure over Third Street at a point east of the Teachers Heritage building, then head west parallel to the north side of Third Street after which the alignment could drop down under Third Street and parallel the railroad tracks heading up Bishop Street and turning with a station serving Children's Hospital and the west Capitol complex between I-630 and Seventh.

The airport segment, which is based on the River Rail Streetcar alignment developed in discussions with the airport, can be enhanced for higher-speed LRT operations by eliminating right-angle turns and flattening curves, which will improve travel speed, benefitting ridership.

B. Preferred Alignment and Station Locations

Public comment, ridership potential, geometry, cost, and engineering judgment were taken into consideration along with the results of further study following the May 17 public meeting to further refine the alignment and station locations into the preferred alignment and station locations, detailed in the Appendix B conceptual plan and profile drawings. Figure 1, included in the Executive Summary, shows this preferred alignment on an 11x17-inch image.

The preferred alignment includes three notable changes from the May 17 public meeting alignment: 1) selecting the War Memorial Park alternate shown at the public meeting; 2) routing around the southeast as opposed to the northwest side of the Capitol; and 3) choosing the Capitol Avenue alignment presented at the February 17 public meeting, in place of the Fourth Street alignment presented at the May 17 public meeting.

The War Memorial Park alternate was chosen to avoid conflict with the historic Park golf club house structure located adjacent to Markham, to avoid electrical arcing interference with the transmission lines located along the south side of Markham, to avoid traffic congestion adversely affecting the park which could result from crossing Fair Park Boulevard at grade at its intersection with Markham, and to avoid displacing War Memorial Park and Stadium landscaping, parking, and other amenities. The proposed solution provides for a realignment of Fair Park Boulevard in the park incorporating a roundabout with Zoo Drive and with Clubhouse Drive, which will be more attractive than the existing traffic-light intersection inside the park, and grade separating the proposed transit line to avoid an at-grade crossing of Fair Park Boulevard. The more direct transit alignment will involve building tunnel on both sides of Coleman Creek to avoid conflicts with park activities and bridging over the creek to avoid any adverse floodplain effects.

The crossing on the southeast side, as opposed to the northwest side, of the Capitol was chosen to provide a shorter, more direct alignment with better grades to better align with the proposed Capitol Avenue alignment, providing a station with closer access to the front door of the Capitol. The proposed alignment includes a tunnel under a corner of the Capitol grounds.

The Capitol Avenue alignment was chosen because it provides adequate right-of-way for a visible alignment, which can draw ridership and stimulate additional development, as opposed to the Fourth Street alignment, which does not provide a right-of-way of adequate width to accommodate full sidewalks, roadway lanes, and LRT trackage, and is constrained by adjacent buildings and garages closely abutting the public right-of-way. The Capitol Avenue alignment provides a “front-door” location with dramatic axial vistas of the Capitol, as opposed to Fourth Street, which has more of a “back-door” feel. This alignment also works well with the River Cities Travel Center, serving it while avoiding conflicts with entering and exiting buses on Fourth Street. A curve in the Capitol alignment east of the travel center can permit the alignment to use the Fourth Street underpass of I-30 to extend to the airport.

The preferred alignment is 12.3 miles long and has 12 initial and two future station locations, as follows:

No.	Station Name	Location	Elevation
1	West Little Rock	West of Shackelford Road	On-grade
1A	West Little Rock— I-430 Alternate	Along west side I-430 south of I-630 at Kanis Road (to readily accommodate line extensions)	On-grade
2	Baptist Hospital	Hospital entrance at I-630	On-grade
3	Future	East side of Barrow Rd.	On-grade
4	Midtown	West side of University Avenue with links to St. Vincent’s Hospital and Park Plaza	Elevated

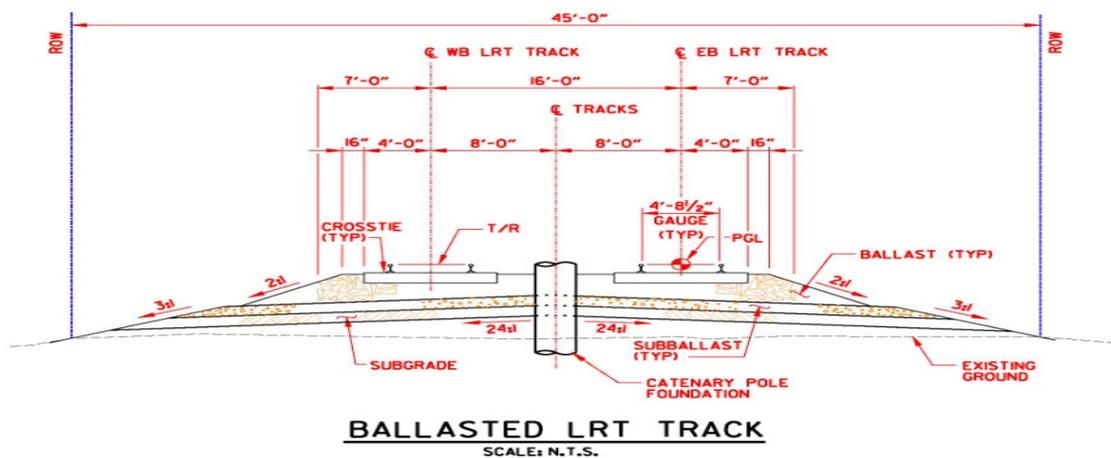
		shopping center	
5	War Memorial Stadium	Southeast edge of stadium across from the Zoo	On-grade
6	UAMS/VA Hospital	Between UAMS and VA hospitals	Elevated
7	Children's Hospital	Between Seventh Street and I-630 and between Schiller and Battery streets	In cut
8	Capitol	Capitol Avenue between Woodlane and Victory streets	In cut
9	Federal District	Capitol Avenue between Izard and State streets	On-grade
10	Main St.	Capitol Avenue between Louisiana and Main streets	On-grade
11	River Cities Travel Center	Capitol Avenue between Cumberland and Rock streets	On-grade
12	Clinton Presidential Library / Heifer Int.	One World Avenue	On-grade
13	Future	at Bond Avenue and 14 th Street	On-grade
14	Bill and Hillary Clinton National Airport	Main Terminal	On-grade

The concentrations of riders that will be generated at each of the stations can be anticipated to stimulate economic development at each of these locations over time. Market conditions, property ownership, adjacent land uses, and related factors will influence the amount and timing of the resulting development. Two of the stations are designated as future because the market is not expected to be ready for development initially at these locations. The cost of building these future stations can be assigned to the developer(s) interested in gaining access for their developments. Existing conditions affecting development at each station are as follows:

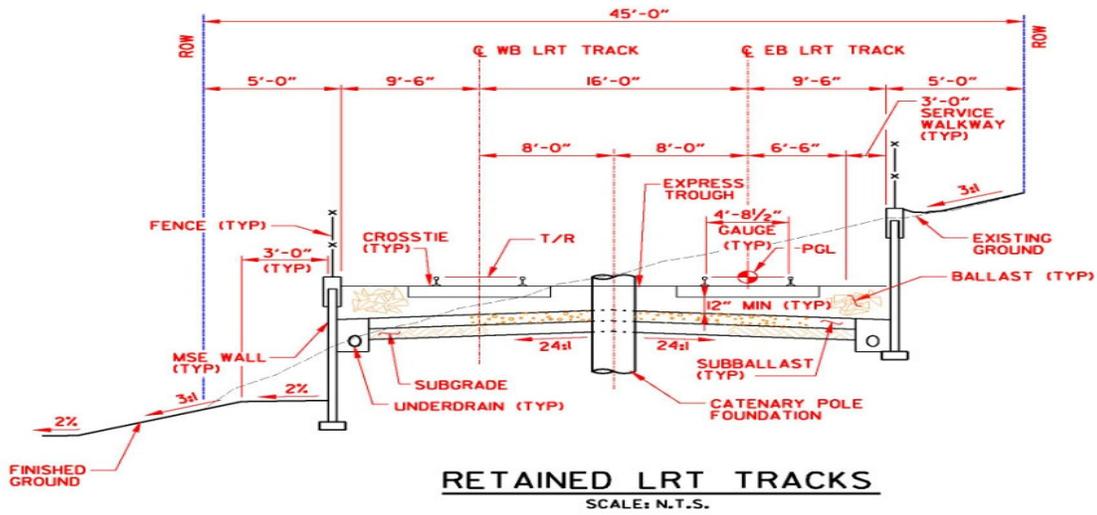
No.	Station Name	Existing Station Area Conditions	Approx. Distance in ft from previous station
1	West Little Rock	Chenal Pkwy. commercial development	--
1A	West Little Rock— I-430 Alternate	Arkansas Heart Hospital; Shackelford commercial development; Kanis Rd. potential	--
2	Baptist Hospital	Baptist Hospital expansion	5,700
3	Future	Undeveloped land area	3,900
4	Midtown	Park Plaza shopping center, St. Vincent's Medical Center, Doctors Hospital; undeveloped land	9,700
5	War Memorial Stadium	War Memorial Stadium, Zoo, War Memorial Park, Department of Health	4,400
6	UAMS/VA Hospital	UAMS and VA hospital expansion	2,900
7	Children's Hospital	Arkansas Children's Hospital, West State Capitol grounds	8,100

8	Capitol	Capitol, state office buildings, developable parcels, Union Station	2,600
9	Federal District	Federal Building, Federal Courthouse, developable parcels	2,300
10	Main St.	Downtown office buildings, developable parcels	2,500
11	River Cities Travel Center	River Cities Travel Center, developable parcels	1,100
12	Clinton Presidential Library / Heifer Int.	Clinton Presidential Library, Heifer International headquarters, redevelopable land	4,400
13	Future	Developable/redevelopable land area	4,400
14	Bill and Hillary Clinton National Airport	Airport expansion	13,700

The primary interests in setting the design criteria were rider comfort and travel time along the alignment. Thus, initial alignment horizontal curves were flattened or eliminated, wherever possible, to maximize rider comfort and minimize travel times. A preferred minimum 45-mph design speed was chosen for the development of horizontal and vertical geometry. This criterion was relaxed at approaches to station locations, where the trains will come to a complete stop. The preferred maximum grade used is four percent with an absolute maximum grade of six percent. Exceptional topography in three locations requires short stretches of steeper grade: six percent immediately east of Station 2; five percent immediately east of Station 4; and six percent between Stations 6 and 7.

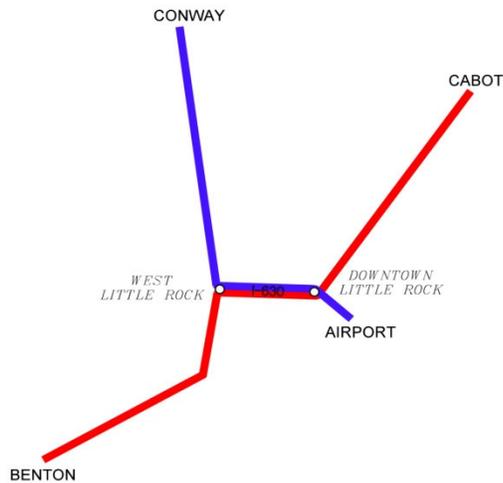


Design criteria used for LRT systems developed in Dallas, Denver, and St. Louis were taken into consideration in applying typical design criteria for Little Rock. These typical sections highlight design factors applied for the Central Arkansas I-630 corridor. Generally more cost-effective center platform stations are preferred where vertical circulation is required.



C. Future Extensions

The I-630 alignment has been designed to accommodate future extensions. Previous studies referenced in Section 3 have focused on having multiple lines converge on downtown Little Rock. However, the lines extending from downtown to Conway and to Benton would parallel the I-630 corridor relatively closely, while offering limited additional ridership because of the land uses and development in those parallel corridors. Consolidating those lines into the I-630 corridor between downtown and West Little Rock will significantly reduce construction and operating costs, while enhancing LRT service in the I-630 corridor.



Thus, the alignment developed in this study is intended to be the central spine for a larger system accommodating future extensions. Future extensions from this minimum operable segment or initial project would include connections to the northeast (Cabot), the southwest (Benton), and the northwest (Conway), as well as a possible westward expansion deeper into West Little Rock. These extensions should be developed using the same technology as the I-630 fixed guideway and similarly be supported by local bus and other modal connections.

This network system could be operated in a number of ways, for example, with one train operating between Cabot and Benton and another train operating between Conway and the Airport, overlapping though the length of the spine and providing more frequent service for the spine stations. Alternatively, one train could operate between Benton and the airport, if Benton were the first extension to be made, and a second train could operate between Conway and Cabot.

Section 7. Conclusions and Recommendations

This study has developed a suitable alignment that can be preserved for a future fixed guideway in Central Arkansas. This alignment, which could be developed with either BRT or LRT technology, and its station locations provide a framework for public- and private-sector development decisions in the I-630 corridor. As AHTD plans I-630 and other roadway improvements, this fixed guideway alignment becomes a tangible consideration that can influence the outcome of the plans. Similarly, as the private sector develops new projects, notably the large, growing institutions in the corridor can relate their projects to this fixed guideway and its stations. The public- and private-sector decisions can both avoid precluding the realization of this opportunity for enhancing transit in Central Arkansas and focus their developments to maximize the benefits that the fixed guideway system can offer their developments.

In addition to a suitable alignment and station locations, this study has developed a new, more cost-effective way than previously suggested for the community to accommodate future extensions. Instead of duplicating alignments between downtown and outlying suburban destinations, this I-630 study calls for developing the initial I-630 fixed guideway route as the central spine of a future regional system, which will also improve service in this initial corridor.

This study reflects input from the general public and the ideas and direction of the Steering Committee, which reflects the opinions of key corridor and community representatives who have a stake in improving Central Arkansas. As the findings of this study are advanced and as innovative communications technologies are employed, more of the community will become invested in the project and move it forward.

The next key step, if federal funding is to be secured, is to advance the project through FTA's process for evaluating fixed guideway projects, called New Starts. This process will require a more rigorous evaluation of technology options, alignment considerations, including estimating ridership along with completing more detailed engineering studies, plus capital and operating costs. This initial I-630 fixed guideway study suggests the minimum operable segment for an FTA evaluation. Central Arkansas will most likely want to pursue possible FTA funding in the future. A key component of the process is identifying a dedicated local source of funding for local match of federal dollars and for system operating funds. Securing such local funding is usually challenging and will require some time and effort to realize.

The public sector can pursue more detailed studies addressing FTA interests. Ridership estimates, for example, could go a long way toward showing the utility of making an investment in a fixed guideway system. The private sector could consider developing an advocacy group to push for the project, as has been done successfully in other communities. The video developed for this I-630 fixed guideway study is one tool that can be used to advance the project.

This project will improve the community's mobility and accessibility, facilitate sustainable community development, and enhance the quality of life in the community. Central Arkansas will benefit from better realizing these goals and should advance fixed guideway transit in the I-630 corridor.

Appendix A. Public Involvement



I-630 Fixed Guideway Study

SYNOPSIS 1
 Job Number 061260
 I 630 Fixed Alignment Guideway Study
 Metroplan
 Tuesday, November 9, 2010

An open forum meeting for the proposed I-630 Fixed Alignment Guideway Study was held at the Pulaski County Regional Center in Little Rock, AR from 4:00 – 7:00 pm on Tuesday, November 9, 2010. Media news releases, flyers, and notices mailed to the project/ mailing list/ local property owners were utilized to inform the public of the meeting. Special efforts to involve minorities and the public in the meeting included blast e-mails, community outreach through newsletters, and appeared on KJBN 1050 AM radio talk show on Wednesday, November 3, 2010.

The following information was available for inspection and comment. Small-scale copies of the displays are attached.

- General information boards welcoming participants, emphasizing the purpose of the meeting, describing the study corridor, identifying project goals and noting compliance with federal statutes related to non-discrimination were displayed. Additionally, boards depicting transit terminology and future steps were presented.
- Scroll plot of study area depicting major employment centers.
- Scroll plot of study area depicting environmental features (i.e. floodplains, parks, etc.)

Handouts for the public included a comment sheet and a pamphlet on the Civil Rights Act of 1964. Copies of these are attached.

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

TABLE 1	
Public Participation	Totals
Attendance at meeting	18
Comments received	7
Oral statements	
Website comments	2
Total comments received	9

Consultant staff in concert with Metroplan staff reviewed comments received and evaluated their contents. Comments are organized according the questions (*see italics below*) asked in the comment form. Every attempt was made to match responses to questions. In the event that a response did not match a question is was applied to the more appropriate question.

Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

The following comments were received:

- Downtown @ I-30 and West Little Rock @I-430
- West Little Rock near Shackelford Crossing or near Rahling Road
- Two individuals noted that several park and ride lots along the corridor would be acceptable

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

Environmental constraints noted include War Memorial Park, Little Rock Zoo, and Fair Park. There were some concerns regarding the creeks around the Rodney Parham and Mississippi Avenue area. Those creeks provide storm run-off during heavy rains and the Little Rock Zoo located along the I-630 corridor and Fair Park Exit.

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

Comments varied by respondent but destinations most mentioned include:

- Downtown
- War Memorial/Zoo (Fair Park)
- UAMS
- Baptist Health/West Little Rock
- St. Vincent's Hospital/University Avenue

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

Three individuals indicated that they prefer light rail, two indicated that they prefer bus rapid transit noting easy implementation, and one indicated that they like both. Another individual was not sure

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

Most people responded to this question with changes that could be made to the overall study/system. Comments include:

- I believe it needs more routes to be successful such as to the airport, Alltel and the River Market.
- I would plan on extending the 630 system to the airport, as well as North Little Rock.
- Conduct a study to extend the western termini to Hot Springs, AR for tourist purposes et cetera.
- I recommend a long term study about merging CATA Route 13 and CATA Express Route 25(? Maumelle) and replacing the method of transit with light rail. I also recommend that the new combined/converted CATA Route 13 and CATA Express Route 25(? Maumelle) have the following primary stations in North Little Rock, AR: Union Pacific Railroad Shops, Fort Logan H. Roots and Pulaski Technical College-NLR via Base tunnel north to Camp Robinson/Camp Pike west to Maumelle Blvd. as proposed in current Metro Plan documents on Transit Routes and then North Northwest to Mayflower/Conway et cetera via nearby railroad along IH-40
- The biggest advantage here will not be time savings or cost efficiency. Many users will unfortunately have to drive to a station. The big advantage is not having to park at these locations, so accessibility from stations to destinations will be key. Stake-holders such as the city of LR, hospitals, or the downtown partnership should be primarily responsible for station enhancements and local improvements. If a STL-style train is implemented, costs could be reduced by using a single track with "splits" into two tracks at station locations to allow passage of an opposing train. Beefing up other transit options to and from each station should also be a priority.
- One individual suggested that there be access from I-630 to Union Station to allow a transit connection with Amtrak Texas Eagle and future proposed high-speed rail service to Memphis, TN et cetera. Secondly, a station or terminal between the East side of Arkansas State Capitol Complex and the Federal District Courthouse in Little Rock (both could be stationed). Third, extend the proposed line east beyond the I-30/I-630 Interstate Exchange building a station with 2-4 platforms at the Little Rock Adams Field General Aviation/Business Aviation terminals, building a station with 2-4 platforms at the Little Rock National Airport passenger terminals and building a station with 2 platforms somewhere between Runway 22L/4R and the Little Rock Port Authority in short section of track leading off the mainline via a five track switch to a wye for turning the trains around (if necessary) and a spur line to various end of line maintenance depot/shop and a covered/exposed train storage yard where trains will be retired for the night

The summary of additional comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process:

- One respondent noted the need for sidewalks on University Avenue, especially near UALR and the need for a transfer at Mid-town around I-630 and University Avenue to serve Southwest Little Rock and N. University. Bike paths, sidewalks and shuttle service to transit terminals would be nice.
- One person suggested that there may be a large market for this with the elderly. My office is at the corner of I-630 and I-430. We have elderly people every day come in our office from many small towns around the state. They are lost and scared of the interstates. They are typically looking for doctors at Baptist Health, St. Vincent's or UAMS.
- One individual would like to see the trolley line move into the Quapaw Quarter.

I-630 Fixed Guideway
1st Public Meeting Synopsis
November 9, 2010
Page 4 of 4

- One individual noted that if light rail is chosen that the rail system should be designed for high capacity trains and planned such that it could be incrementally upgraded over time (i.e. streetcars to electric commuter rail then light rail). This person also noted that Metroplan should look ahead and evaluate long-term costs to constructing a system above ground versus underground before implementing a system.
- Most comments received were individual concerns such as the corridor running along the I-430/ I-630 Interstate Exchange to assist from West Little Rock through the University of Arkansas Medical Science, Little Rock Zoo, and War Memorial Stadium into the downtown Little Rock area.

Attachments:

Small-scale copies of display boards from Public Meeting
Civil Rights Act of 1964 Pamphlet
Comment forms
Sign-in Sheet
Copy of Handouts

JEA

**A MESSAGE FROM
TITLE VI SPECIALIST
JAMES B. MOORE, JR.**

The primary goal of the Arkansas State Highway and Transportation Department's Title VI Program is to ensure that all appropriate personnel and contractors are aware of the provisions of Title VI of the Civil Rights Act of 1964, and are fully aware of their Title VI responsibilities.

The Department's EEO Section is available to provide you with technical assistance, resources, guidance, and any other information pertaining to Title VI.

Should you have any questions or concerns regarding the Title VI Program, please do not hesitate to contact me at (501) 569-2298.



**Your Guide
To
Title VI
Civil Rights
Act of 1964**

**ARKANSAS STATE
HIGHWAY
AND
TRANSPORTATION
DEPARTMENT**

**ARKANSAS STATE
HIGHWAY
AND
TRANSPORTATION
DEPARTMENT**

10324 Interstate 30
Little Rock, AR 72209

Phone: 501-569-2298
Fax: 501-569-2693

Email: james.moore@arkansashighways.com

What is Title VI of the Civil Rights Act of 1964?

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The Federal Aid Highway Act of 1973 (23 USC 324) also prohibits discrimination on the basis of sex.

What programs are covered by Title VI?

Federally assisted programs address such broad and diverse areas as:

- Transportation (including transit)
- Construction
- Elementary, secondary, and higher education
- Health care, social services, and public welfare
- Parks and recreation

- Natural resources and the environment
- Employment and job training

- Law enforcement and the administration of justice
- Agriculture and nutrition
- Housing and community development

What discrimination is prohibited?

There are many forms of illegal discrimination based on race, color, sex, or national origin that can limit the opportunity of minorities to gain equal access to services and programs. Among other things, in operating a federally assisted program, a recipient cannot, on the basis of race, color, sex, or national origin, either directly or through contractual means:

- Deny program services, aids, or benefits;
- Provide a different service, aid, or benefit, or provide them in a different manner than they are provided to others; or
- Segregate or separately treat individuals in any matter related to the receipt of any service, aid, or benefit.

How can I file a discrimination complaint?

You may file a signed, written complaint within 180 days from the date of the alleged discrimination. The complaint should include:

- Your name, address, and telephone number.
- The name and address of the agency, institution, or department you believe discriminated against you.
- How, why and when you believe you were discriminated against. Include as much specific, detailed information as possible about the alleged acts of discrimination, and any other relevant information. Include names of individuals whom you allege discriminated against you, if you know them.
- The names of any persons, if known, who the Department can contact for clarity of your allegations.

Please submit your signed complaint to the address on the back, attention of James B. Moore, Jr., Title VI Specialist.

I-630 Fixed Guideway Study

PUBLIC MEETING NOTICE

**WHAT: Public Involvement Meeting
I-630 Fixed Guideway Study**

**WHEN: Tuesday, November 9, 2010
4:00 p.m. to 7:00 p.m.**

**WHERE: Pulaski County Regional Center,
Jeffrey Hawkins Conference Room
501 West Markham, Little Rock, AR. 72201**

The Jacobs Engineering Group in cooperation with Metroplan will conduct a public involvement meeting to present and discuss the study for identification and preservation of an alignment for the future deployment of a fixed guideway transit system along the I-630 corridor.

This will be an “open house” meeting 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 Cindy Brown, 10816 Executive Center Drive, Suite 300, Little Rock, AR 72211, call (501) 223-0515, fax (501) 223-2470 or email. cindy.brown@jacobs.com. For individuals who are hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the public meeting.

NOTICE OF NONDISCRIMINATION: The Jacobs Engineering Group and Metroplan comply with all civil right provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, Metroplan does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in Metroplan’s programs and activities, as well as Metroplan’s hiring or employment practices. Complaints of alleged discrimination and inquiries regarding Metroplan’s nondiscrimination policies may be directed to Susan Dollar, ADA/504/Title VI Coordinator, 501 West Markham Street, Suite B, Little Rock, AR 72201, (501) 372-3300, or the following e-mail address: sdollar@metroplan.org. (Hearing impaired may dial 711.) This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

AHTD Job No. 061260

Welcome!

Open House Public Meeting

Please Sign the Attendance Roster

Tuesday, Nov. 9, 2010
4:00 pm to 7:00 pm

NOTICE OF NONDISCRIMINATION

Metroplan and Jacobs Engineering Group comply with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, we do not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in Metroplan programs and activities, as well as in hiring and employment practices. Complaints of alleged discrimination and inquiries regarding nondiscrimination policies may be directed to:

Susan Dollar

ADA/504/Title VI Coordinator
501 West Markham Street, Suite B
Little Rock, AR 72201
(501) 372-3300, (Hearing impaired may dial 711)

or the following e-mail address:

sdollar@metroplan.org

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape, and in Braille

PURPOSE OF TONIGHT'S MEETING

- Introduce you to the study
 - Listen to your suggestions and concerns
 - Identify public issues to be considered
 - Answer questions and take comments about the project
 - Identify ways you can continue to stay involved
 - Describe the next steps in the process
-

DESCRIPTION OF STUDY

The study consists of investigations to preserve a transit alignment for future development based on a suitable transit mode between downtown Little Rock and West Little Rock.

The study will focus on:

- Determining a suitable transit mode
(i.e. light rail, bus rapid transit, commuter rail, rail trolley)
 - Determining an acceptable alignment
 - Determining potential station locations
-

I-630 Fixed Guideway Study

FIXED GUIDEWAY

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part.

Potential transit "modes" for this study include:



Bus Rapid Transit (BRT)



Rail Trolley



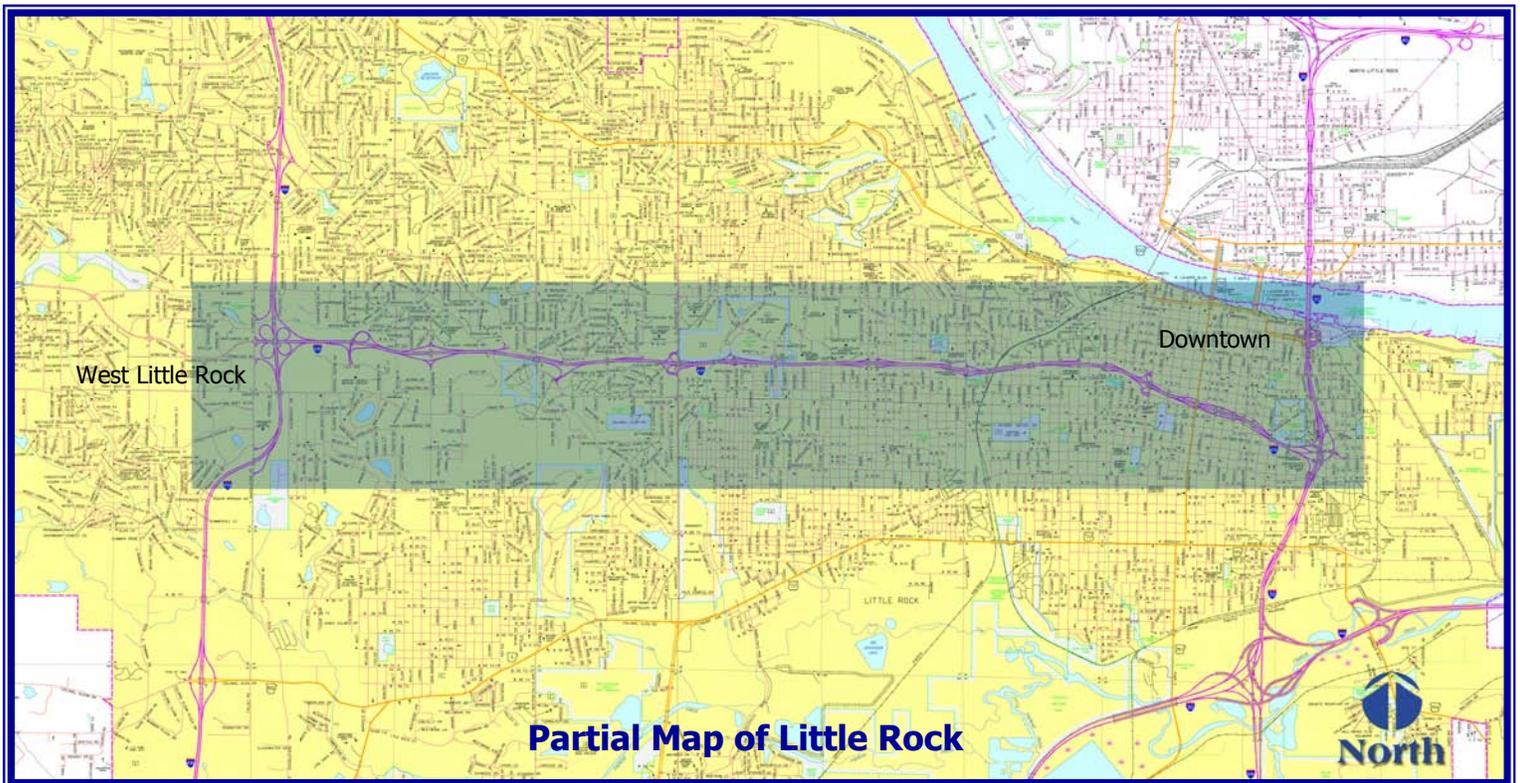
Light Rail Transit (LRT)



Commuter Rail

I-630 Fixed Guideway Study

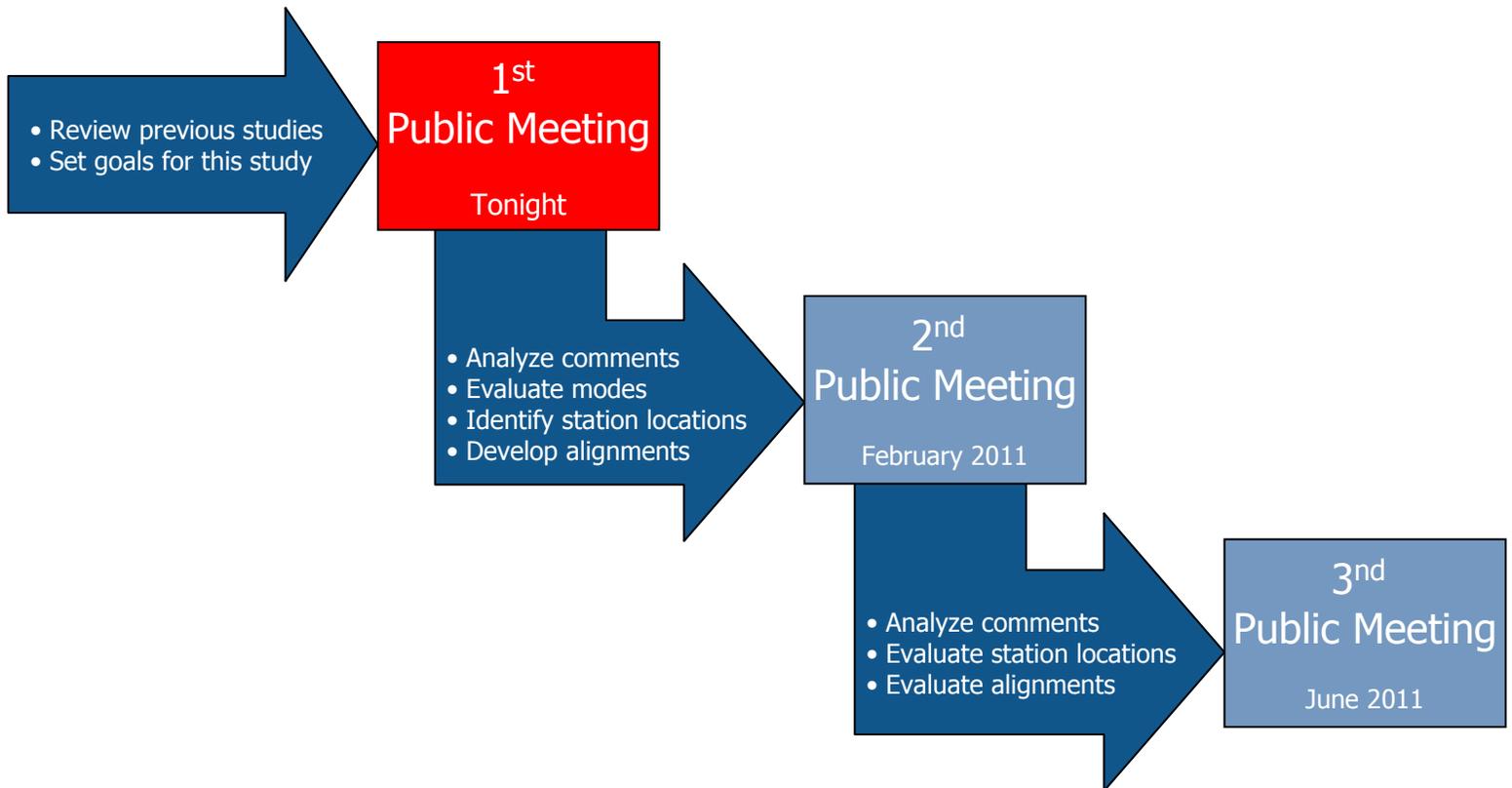
STUDY CORRIDOR & GOALS



- Provide transit services to improve mobility and accessibility
- Develop financially attainable transit services
- Facilitate sustainable community development
- Enhance Central Arkansas' quality of life

WHAT'S NEXT

- Analyze comments received tonight
- Identify/Evaluate station locations
- Evaluate alternative transit modes
- Develop/Evaluate alternative alignments



Please fill out a comment form before you leave

Thank You!

for coming to
Tonight's Public Meeting

For updates and information on the study
please go to www.metroplan.org

I-630 Fixed Guideway Study

Pulaski County Regional Center
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: November 9, 2010

Please Print Name	Street or P.O. Box	City, State and Zip	Email Address	Representing: Organization or Self
1 Mark Asher	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	mark.asher@jacobs.com	Jacobs Engineering Group
2 James Arbuckle	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	james.arbuckle@jacobs.com	Jacobs Engineering Group
3 John McCarthy	501 North Broadway	St. Louis, MO. 63102	john.mccarthy@jacobs.com	Jacobs Engineering Group
4 Mary Parham	300 South Spring Street, Suite 300	Little Rock, AR. 72201	maryparham@jkellyreferrals.com	J. Kelly Referrals
5 Jozetta Williams	300 South Spring Street, Suite 300	Little Rock, AR. 72201	jozwilliams@jacobs.com	J. Kelly Referrals
6 Elizabeth Perez	300 South Spring Street, Suite 300	Little Rock, AR. 72201	liz.perez1@live.com	J. Kelly Referrals
7 <i>Steph Beckins</i>	<i>1 Childrens Way</i>	<i>L. R</i>	<i>beckins@nashchildrens.org</i>	<i>ACH</i>
8 <i>JASMIN MOORE</i>	<i>501 W. PARHAM</i>		<i>JMOORE@MONOPLAN.ORG</i>	<i>Metoplan</i>
9 <i>Glen Tyson</i>	<i>101 S. Spring St.</i>	<i>LR 72201</i>	<i>KWBYLAN@CROMWELL.COM</i>	<i>ACH, Cromwell AB</i>
10 <i>Carey Thompson</i>	<i>904 Autumn Ridge St</i>	<i>LR 72211</i>	<i>Carey.Thompson@health.org</i>	<i>Dentist Health</i>
11 <i>Glen Schwarz</i>	<i>67 S. Wakefield</i>	<i>LR 72209</i>	<i>LRWBHC@yahoo.com</i>	<i>Wakefield Neigh. Assoc.</i>
12 <i>Ard Schaufel</i>	<i>810 Marche lateral</i>	<i>NLR - 72118</i>	<i>ArdSchaufel@ARKANSAS.ORG</i>	<i>ADLA</i>
13 <i>Carly Owen</i>	<i>650 So. Shackelford #450</i>	<i>LR 72211</i>	<i>owen@eaglebank.com</i>	<i>One Financial Centre</i>
14 <i>Becky Adams</i>	<i>115 Lily Dr</i>	<i>Mountainville AR 72113</i>	<i>becky.adams@ear-arkansas.gov</i>	<i>Self</i>
15 <i>Billy Adams</i>	<i>17</i>	<i>"</i>	<i>"</i>	<i>"</i>

I-630 Fixed Guideway Study

Pulaski County Regional Center
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: November 9, 2010

106	Pelican Anderson	5401 Fik Blvd #5022	NLR AR 72116	Anderson2ue@gmail.com	
107	Nona L. Weeks	9201 Burns Rd Apt 186	L.R. MK 72204	southernbelgiantm@yahoo.com	
108	Randy Neelcke	650 S. S. Co. W. Feasal #750	L.R. 72281		
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I-630 Fixed Guideway Study

Citizen Comment Form

I-630 Fixed Guideway Study
AHTD Job Number 061260

1st Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

Several park and ride lots along the system would be logical for employees to travel as well as visitors who would like to travel toward from the Airport/Downtown.

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

War Memorial Park, LR Zoo

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

Downtown, War Memorial/Zoo/WANS, ADU, Airport.
As an ADU employee, I would use the new transit to avoid downtown traffic.

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

I think people would be more attracted to using a light rail or something similar since it would be a fast way of getting through LR & it's one of kind in the State. However,

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

I would prefer the most economical & sustainable option.

I-630 Fixed Guideway Study

Citizen Comment Form

11-9-10

I-630 Fixed Guideway Study
AHTD Job Number 061260

1st Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

Park + Ride Locations make good terminals.

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

None

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

Over →

Jen Schwarz
1DU1BHC@yahoo.com

I-630 Fixed Guideway Study

Please make additional comments below:

1) Sidewalks on University Ave,
especially by UALR.

2) Transfer at Mid-town, around
I-630 & University, to serve
SWLR & N. University.

3) Bike-paths, Sidewalks & Shuttle
Service to Transit Terminals.

I-630 Fixed Guideway Study

Citizen Comment Form

I-630 Fixed Guideway Study
AHTD Job Number 061260

1st Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

West LR - Near Shackelford Crossing or West near
Kahlung Road

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

No restrictions are going to be the
developments in near & along I-630

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

Baptist Health, St. Vincents, Park Plaza &
Dad WAMS

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

Not sure

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

I believe it needs more routes to be
successful such as to the airport,
Mellal & the River market.

I-630 Fixed Guideway Study

Please make additional comments below:

I believe there may be a large market for those with the elderly. My office is at the corner of I-630 + I-430. We have elderly people everyday come in our express from many small towns around the state. ~~to~~ They are lost & scared of the interstates. They are typically looking for doctors at ~~Washburn~~ ~~Search~~ St. Vincents or UAMS.



Citizen Comment Form

I-630 Fixed Guideway Study
AHTD Job Number 061260

1st Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

Downtown @ ~~Interchange~~ I-30 (transfer to transit or Bike/Carr Share)
West Little Rock @ I-430 (park & ride)

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

University Ave to Retail
Zoo/War Memorial: Entertainment

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

Light Rail: would attract the largest number of riders

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

Citizen Comment Form

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Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

0

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

- ① Rodney Parham : 630 : live close to here and there are a lot of apartments
- ② Broadway : Markham : work here : it connects to River Rail
- ③ UAMS : it's a destination for lots of people

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

BRT b/c it can be implemented quickly

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

I-630 Fixed Guideway Study

Citizen Comment Form

I-630 Fixed Guideway Study
AHTD Job Number 061260

1st Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

Down town Metro area need a river rail from River Market

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

at I-630 the L.R Zoo run along Fairpark

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

River Market
West W.R
South West For sure

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

Bus Rapid Transit

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

None @ this time

Citizen Comment Form

I-630 Fixed Guideway Study
AHTD Job Number 061260

1st Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. For example, West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.

Downtown Little Rock & surrounding Metro area

Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor? Please note and discuss with staff.

Along I-630 the Little Rock Zoo runs along the Fair Park exit.

Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?

Downtown River Market area
West Little Rock
Southwest Little Rock

Which "mode" (light rail, bus rapid transit, rail trolley, etc.) do think is most suitable for this corridor? Please explain why. For example, you think it would be faster, cleaner, cost less, etc.

Light rail or Bus Rapid Transit

Please identify any changes that you would like to make in the proposed goals, objectives, and measures.

Question	Response	Category	Yes May we publish your comment?
<p>1. Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. Example: West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.</p>	(Free Text) In downtown you'd probably need more than one terminal.		Yes
<p>4. Which "mode" do think is most suitable for this corridor? Please explain why in the comment box below. For example, you think it would be faster, cleaner, cost less, etc.</p>	Light Rail		Yes
<p>5. Please identify any changes that you would like to make in the proposed goals, objectives, and measures.</p>	(Free Text) I would plan on extending the 630 system to the airport, as well as North Little Rock.		Yes
<p>6. Please make additional comments below.</p>	(Free Text) Would like to see the trolley line move into the Quapaw Quarter.		Yes

Question	Response	Category	Yes May we publish your comment?
<p>1. Where do you think the most logical termini within the study area would be in Downtown and West Little Rock? Please explain. Example: West Little Rock: a new park and ride lot near the southeast corner of the I-430/I-630 Interchange.</p>	<p>(Free Text)</p> <p>Downtown LR: First, I recommend a jog from IH-630 to Union Station to allow a transit connection with Amtrak Texas Eagle and future proposed high-speed rail service to Memphis, TN et cetera. Second, I recommend a station(s) or termini between the East side of Arkansas State Capitol Complex and the Federal District Courthouse in LR (both could be stations). Third, I recommend at some point in the future to extend the proposed line east, beyond the IH-30/IH-630 Interchange, building a station with 2-4 platforms at Little Rock Adams Field's General Aviation/Business Aviation terminals (i.e. Central Flying Service, west of Runway 18/36), building a station with 2-4 platforms at Little Rock National Airport's passenger terminals, and building a station with 2 platforms somewhere between Runway 22L/4R and the LR River Port with short section of track leading off the mainline via a five track switch to a wye for turning the trains around (if necessary) and a spur line to various end of line maintenance depot/shop and a covered/exposed train storage yard where trains will be retired for the night. Suggestion: All underground/elevated rail transit lines should intersect at the same station and ideally should be at/near street-level for access to bus/streetcar/taxi transit. West Little Rock: West Arkansas State 10 at Arkansas State 300 for now in the distant future maybe consider extending west to Ferndale, AR.</p>		Yes
<p>2. Do you know of any environmental constraints, such as endangered species, hazardous waste sites, existing or former landfills, or parks and public lands in the study corridor?</p>	<p>(Free Text)</p> <p>Park at Rodney Parham Rd. and Mississippi Ave. Several large creeks that are important for storm runoff from West LR.</p>		Yes
<p>3. Please list your top three destinations in the study corridor between Downtown and West Little Rock? Please explain. For example, do you work at one of these destinations?</p>	<p>(Free Text)</p> <p>UALR: school and work St. Vincent/UAMS: medical and spouses work LR National Airport: business/travel.</p>		Yes
<p>4. Which "mode" do think is most suitable for this corridor? Please explain why in the comment box below. For example, you think it would be faster, cleaner, cost less, etc.</p>	<p>Light Rail</p>		Yes

5. Please identify any changes that you would like to make in the proposed goals, objectives, and measures. (Free Text)

Yes

Conduct a study to extend the western termini to Hot Springs, AR for tourist purposes et cetera.

On a similar subject I recommend a long term study about merging CATA Route 13 and CATA Express Route 25(? Maumelle) and replacing the method of transit with light rail. I also recommend that the new combined/converted CATA Route 13 and CATA Express Route 25(? Maumelle) have the following primary stations in North Little Rock, AR: Union Pacific Railroad Shops, Fort Logan H. Roots and Pulaski Technical College-NLR via Base tunnel north to Camp Robinson/Camp Pike west to Maumelle Blvd. as proposed in current Metro Plan documents on Transit Routes and then North Northwest to Mayflower/Conway et cetera via nearby railroad along IH-40

6. Please make additional comments below. (Free Text)

Yes

First, if Rail transit is selected over BRT as the best approach to meet both short and long term goals and an overhead single and/or dual catenary wire system is selected over the third rail option as a viable method of power supply, then the rail system must be designed from the beginning for extremely high capacity trains like metro (i.e BART, MUNI, T et cetera) and high speed rail (Eurostar (Eurotunnel), Amtrak's Acela Express, Canada's VIA Rail et cetera) that will be required 20-50 years from now.

Second, the system can be incrementally upgraded over time. Platforms and stations should be built as if Central Arkansas is trending towards a population of 40+ million in 2020, the metro system in Moscow, Russian Federation is an excellent example in that they build their stations for expected demand in 50-100 years from now and as demand increases the need for longer trains and platforms they simply remove semi-permanent (temporary) walls to provide the need volume.

Third, start out with Streetcars, then upgrade the line to Electric Commuter Rail, then upgrade the line to Light Rail, and then upgrade the line to Metro (i.e BART).

Fourth, since future requirements (as with most mass transit systems) will likely require the majority of the proposed Central Arkansas Mass Transit System (CAMTS) to be in whole or part(s) to be elevated and/or underground, Metro Plan should look ahead and estimate the required cost to place to the proposed aboveground system below ground or on elevated platforms (the latter tends to be cheaper in the short term, yet more expensive in the long term do to maintenance and repair costs. Tunnels are only cheaper in the long term because the last longer and are nearly unexposed to the elements.)



I-630 Fixed Guideway Study

SYNOPSIS 2
Job Number 061260
I 630 Fixed Alignment Guideway Study
Park Plaza Mall
Thursday, February 17, 2011

An open forum meeting for the proposed I-630 Fixed Alignment Guideway Study was held at the Park Plaza Mall in Little Rock, AR from 9:00 am to 7:00 pm on Thursday, February 17, 2011. Media news releases, flyers, and notices mailed to the project/ mailing list/ local property owners were utilized to inform the public of the meeting. Special efforts to involve the public in the meeting included blast e-mails, radio announcement, community outreach through newsletters and community events on Channel 4, 7, 11, and 16 of the local television stations as well as Comcast Channel 18 community calendar.

The following information was available for inspection and comment. Small-scale copies of the displays are attached.

- General information boards welcoming participants, noting compliance with federal status related to non-discrimination, emphasizing the purpose of the meeting, describing the study, identifying the project corridor and goals were displayed. Additionally, boards depicting transit modes and future steps were presented.
- Scroll plot of study area depicting 3 alternative alignments on aerial photography with environmental features (i.e floodplains, parks, etc.)

Handouts included an information brochure, a small scale version of the alternatives map and comment forms. Copies of these handouts are attached.

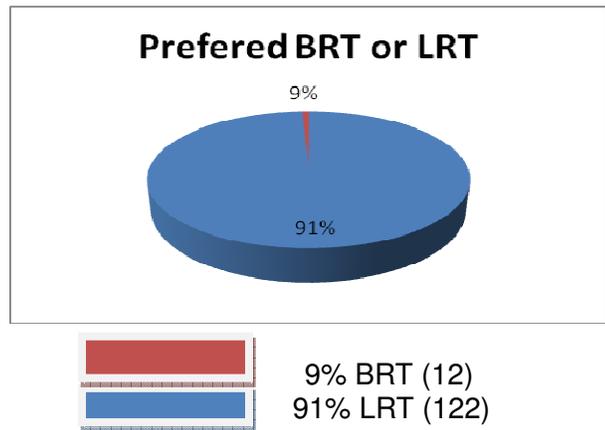
Table 1 describes the results of the public participation at the meeting.

TABLE 1	
Public Participation	Totals
Attendance at meeting	72
Comments received	11
Oral statements	
Website comments	132
Total comments received	143

Consultant staff in concert with Metroplan staff reviewed, received and evaluated their contents. Comments are organized according to the questions (*see Italics below*) asked in the comment form. Every attempt was made to match responses to questions. In the event that a response did not match a question it was applied to the more appropriate question.

Do you prefer Bus Rapid Transit (BRT) or Light Rail Transit (LRT) for the I-630 Corridor?

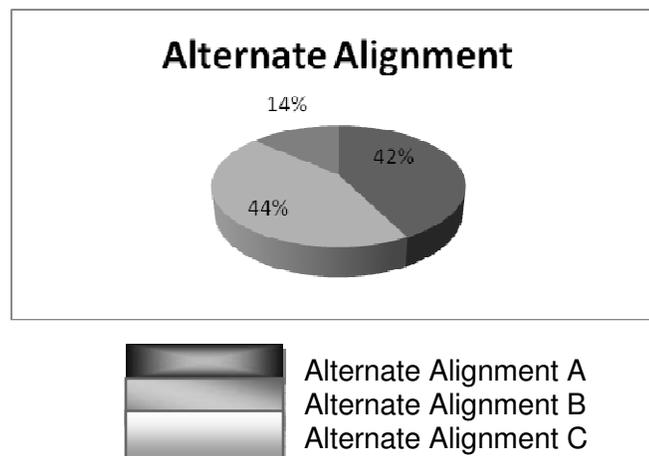
BRT or LRT?



Which Alternative Alignment would you consider to be your preferred alternative for the proposed fixed guideway?

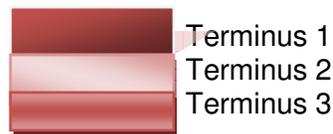
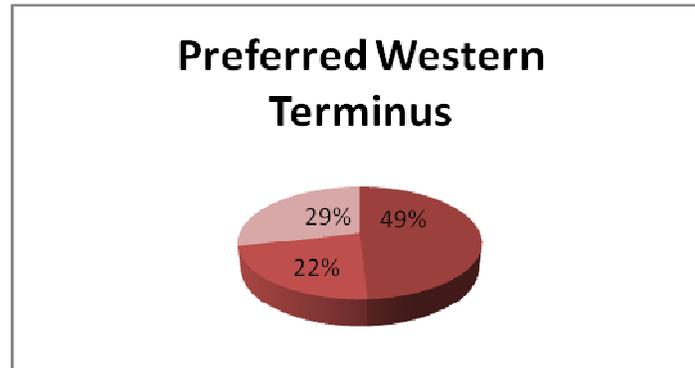
The breakdown of responses noted below. 139 responses received. Votes for each alternative are depicted as a percent of the total noting number of responses in parenthesis.

- Alternative A – Alignment to the north along Markham 42% (59)
- Alternative B – Alignment to the middle between Markham 44% (61)
- Alternative C – Alignment to the south along 12th St/Kanis 14% (19)



Which western terminus do you prefer? 1, 2, or 3

135 responses were received and tabulated as a percent of the total. Chenal Financial Center received the most votes. Additionally, a sample of the responses to the follow-up questions are presented.



Terminus 1 – Chenal Financial Center	48 %	(65)
Terminus 2 – Arkansas Heart Hospital	25%	(34)
Terminus 3 – West Lake Business Park	27%	(36)

What refinements would you suggest in your preferred alignment?

- It would be nice to see a spur down to UALR
- Would like to add 2 additional routes from Chenal Parkway to connect with Markham; and one all the way down Cantrell to the Wal-mart, this will allow for parking.
- Saline County would use the transit system if it was stationed closer to the I-30 and I-40.
- Maybe consider both line B and C to attract more tourists.
- Make sure there is a route that runs to the airport.

What changes would you like to see in station location?

- Add a stop between the Children's hospital and UAMS to access the large neighborhoods.
- Create a station at Colonel Glenn and I-630
- Stations to the west of the proposed terminus to connect more of West Little Rock
- A station on the north side of the river to relieve the traffic at the bridges

Additional Comments:

The summary of additional comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process:

- A River Rail extension down Markham from the River Market then along Kavanaugh through Hillcrest
- Have one that runs in the air straight down I-630
- Also have one in the North Little Rock area to cross pollinate both cities
- Dedicated bike lanes connected to the stations
- What is needed in conjunction to those routes a light rail system should branch from Cabot, Conway, Lonoke, and Benton/Bryant.
- Have a parking lot for commuters coming in from Sherwood, Jacksonville, and Cabot area where they can park and ride into work.
- LTR will enhance property value, tourism, and decrease our reliance on gasoline.
- Several respondents think this is a complete waste of money for Little Rock. The Central Arkansas Transit and trolley aren't used frequently by commuters now.
- Mae CAT more reliable would go a long way toward bridging us until a rapid system can be built.
- I would be willing to pay an increased tax to see this happen.
- Little Rock isn't large enough to have use for a rail system
- Stop endorsing & approving most new construction on undeveloped land in Little Rock.
- Have there been studies conducted to actually see how many people would use the rail in these areas?
- Rail Systems are very permanent and are difficult to expand. Vote against the LRT.

Attachments:

Civil Rights Acts of 1964 Pamphlet
KTHV Channel 11 Online News Article
Sample Comment Form
Small-scale copies of display boards from Public Meeting
Website Comments
Handwritten Comments
Sign-in Sheet
Small Scale Copies of Handouts

**A MESSAGE FROM
TITLE VI SPECIALIST
JAMES B. MOORE, JR.**

The primary goal of the Arkansas State Highway and Transportation Department's Title VI Program is to ensure that all appropriate personnel and contractors are aware of the provisions of Title VI of the Civil Rights Act of 1964, and are fully aware of their Title VI responsibilities.

The Department's EEO Section is available to provide you with technical assistance, resources, guidance, and any other information pertaining to Title VI.

Should you have any questions or concerns regarding the Title VI Program, please do not hesitate to contact me at (501) 569-2298.



**ARKANSAS STATE
HIGHWAY
AND
TRANSPORTATION
DEPARTMENT**

**ARKANSAS STATE
HIGHWAY
AND
TRANSPORTATION
DEPARTMENT**

10324 Interstate 30
Little Rock, AR 72209

Phone: 501-569-2298

Fax: 501-569-2693

Email: james.moore@arkansashighways.com

**Your Guide
To
Title VI
Civil Rights
Act of 1964**

What is Title VI of the Civil Rights Act of 1964?

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The Federal Aid Highway Act of 1973 (23 USC 324) also prohibits discrimination on the basis of sex.

What programs are covered by Title VI?

Federally assisted programs address such broad and diverse areas as:

- Transportation (including transit)
- Construction
- Elementary, secondary, and higher education
- Health care, social services, and public welfare
- Parks and recreation

- Natural resources and the environment
- Employment and job training

- Law enforcement and the administration of justice
- Agriculture and nutrition
- Housing and community development

What discrimination is prohibited?

There are many forms of illegal discrimination based on race, color, sex, or national origin that can limit the opportunity of minorities to gain equal access to services and programs. Among other things, in operating a federally assisted program, a recipient cannot, on the basis of race, color, sex, or national origin, either directly or through contractual means:

- Deny program services, aids, or benefits;
- Provide a different service, aid, or benefit, or provide them in a different manner than they are provided to others; or
- Segregate or separately treat individuals in any matter related to the receipt of any service, aid, or benefit.

How can I file a discrimination complaint?

You may file a signed, written complaint within 180 days from the date of the alleged discrimination. The complaint should include:

- Your name, address, and telephone number.
- The name and address of the agency, institution, or department you believe discriminated against you.
- How, why and when you believe you were discriminated against. Include as much specific, detailed information as possible about the alleged acts of discrimination, and any other relevant information. Include names of individuals whom you allege discriminated against you, if you know them.
- The names of any persons, if known, who the Department can contact for clarity of your allegations.

Please submit your signed complaint to the address on the back, attention of James B. Moore, Jr., Title VI Specialist.

Welcome!

Open House Public Meeting

Please Sign the Attendance Roster

Thursday, Feb. 17, 2011
4:00 pm to 7:00 pm

NOTICE OF NONDISCRIMINATION

Metroplan and Jacobs Engineering Group comply with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, we do not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in Metroplan programs and activities, as well as in hiring and employment practices. Complaints of alleged discrimination and inquiries regarding nondiscrimination policies may be directed to:

Susan Dollar

ADA/504/Title VI Coordinator
501 West Markham Street, Suite B
Little Rock, AR 72201
(501) 372-3300, (Hearing impaired may dial 711)

or the following e-mail address:

sdollar@metroplan.org

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape, and in Braille

PURPOSE OF TONIGHT'S MEETING

- Present and receive public input on mode technology, alternative alignments, and station locations
 - Listen to your suggestions and concerns
 - Identify issues to be considered
 - Answer questions and take comments about the project
 - Identify ways you can continue to stay involved
 - Describe the next steps in the process
-

DESCRIPTION OF STUDY

The study consists of investigations to preserve a transit alignment for future development based on a suitable transit mode between downtown Little Rock and West Little Rock.

The study will focus on:

- Determining a suitable transit mode
(i.e. light rail, bus rapid transit, commuter rail, rail trolley)
 - Determining an acceptable alignment
 - Determining potential station locations
-

ALIGNMENT DEVELOPMENT

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part.

Potential fixed guideway "modes" for this study include:



Bus Rapid Transit (BRT)

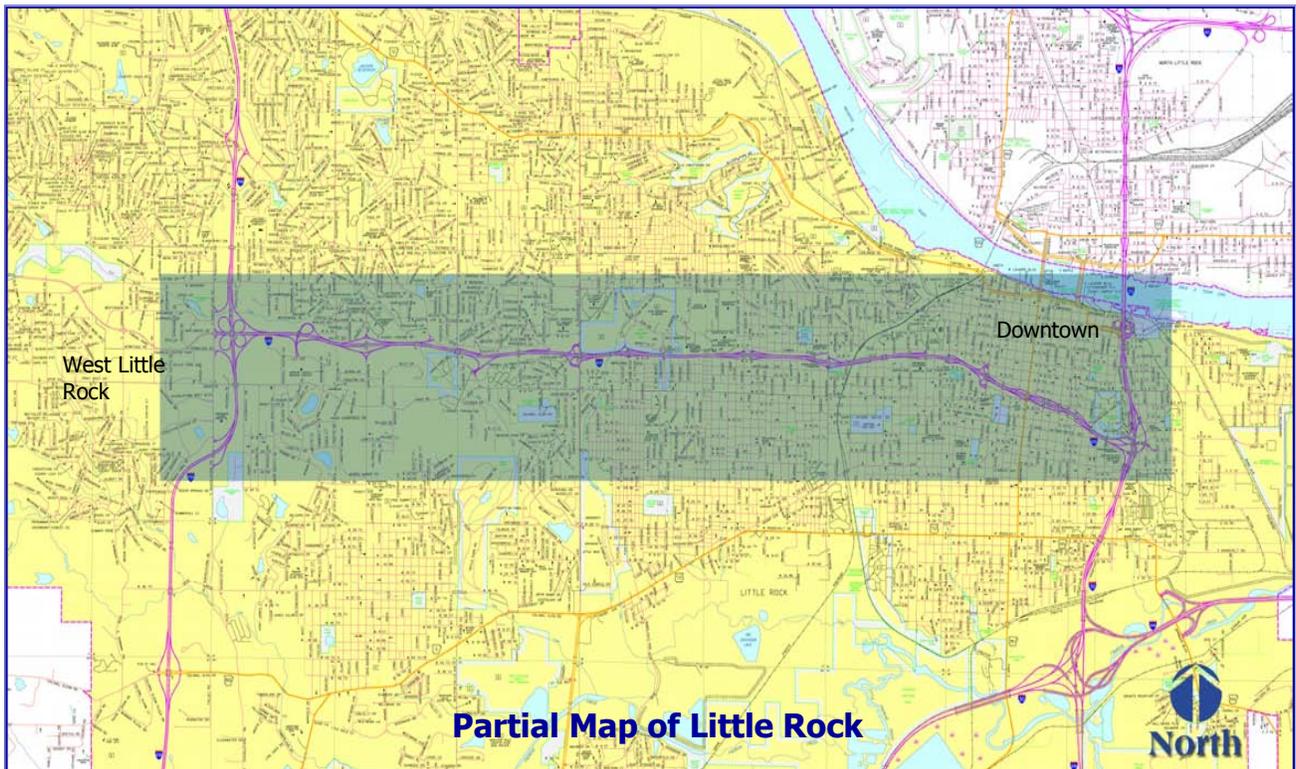


Light Rail Transit (LRT)

The selected alignment will be refined using the more stringent design criteria for Light Rail Transit. This approach will preserve the future option to implement either LRT or BRT.

I-630 Fixed Guideway Study

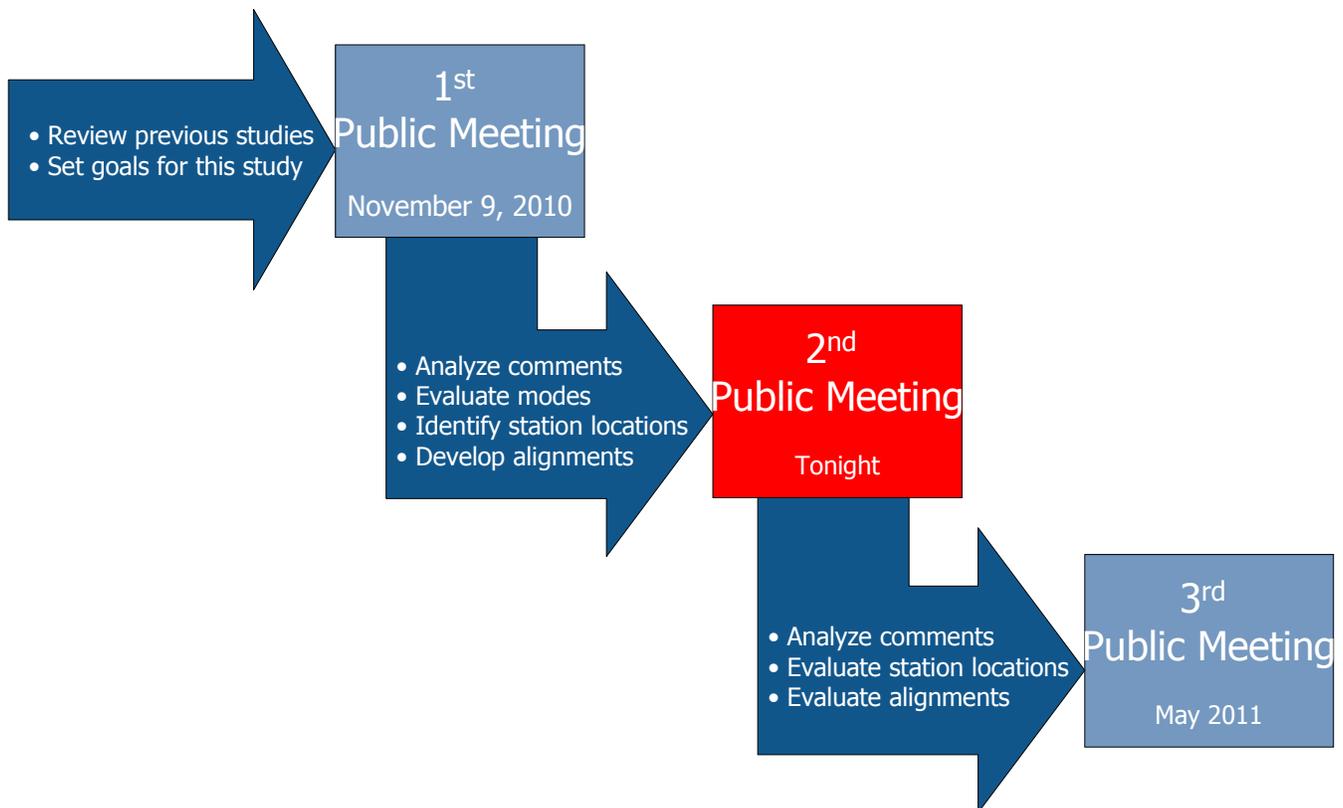
STUDY CORRIDOR & GOALS



- Provide transit services to improve mobility and accessibility
- Develop financially attainable transit services
- Facilitate sustainable community development
- Enhance Central Arkansas' quality of life

WHAT'S NEXT

- Analyze comments received tonight
- Select and refine a preferred alternative alignment
- Evaluate station locations
- Report study findings and define alignment for corridor preservation



Please fill out a comment form before you leave

Thank You!

for coming to
Tonight's Public Meeting

For updates and information on the study

please go to

www.metroplan.org

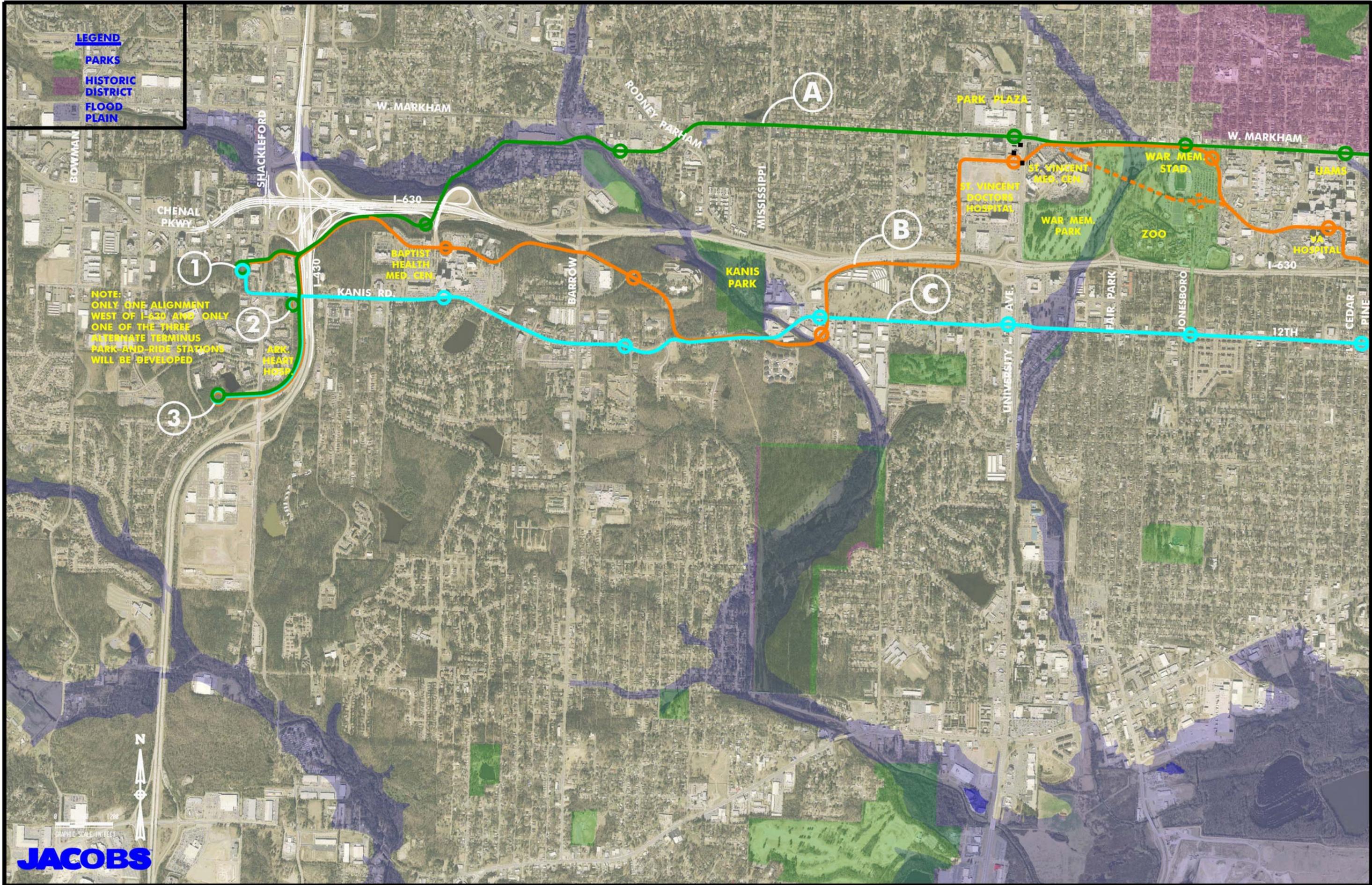
LEGEND

- PARKS
- HISTORIC DISTRICT
- FLOOD PLAIN

NOTE:
ONLY ONE ALIGNMENT
WEST OF I-630 AND ONLY
ONE OF THE THREE
ALTERNATE TERMINUS
PARK-AND-RIDE STATIONS
WILL BE DEVELOPED

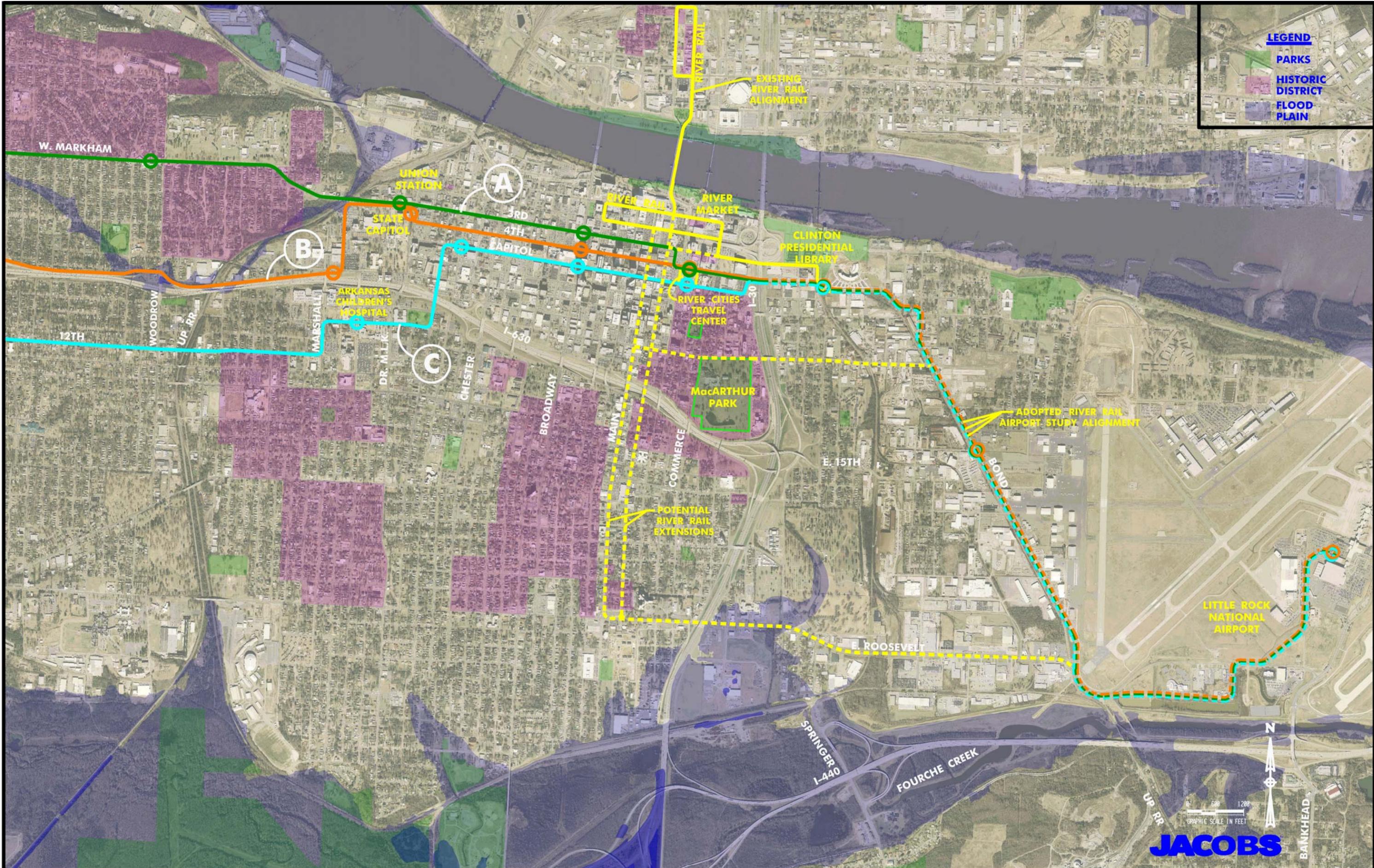
GRAPHIC SCALE (METERS)

JACOBS



MATCH LINE

MATCH LINE



LEGEND

- PARKS
- HISTORIC DISTRICT
- FLOOD PLAIN

JACOBS

GRAPHIC SCALE IN FEET
0 600 1200

N

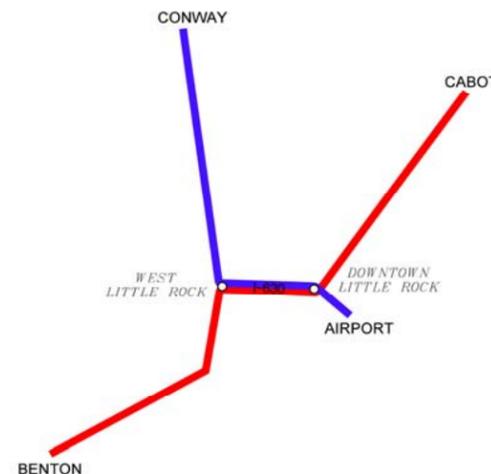
ALIGNMENTS/STATIONS/FUTURE EXTENSIONS

A whole series of possible alignments and different station locations were considered for the I-630 corridor. These options are designed to serve key corridor attractions and destinations, including the River Cities Travel Center, the downtown central business district, the Capitol, Union Station, and corridor hospitals, institutions, and developed and potentially developable properties. The most promising of these options were combined into three end-to-end alignments: a north (A), middle (B), and south (C) alignment. Alignments may be located at grade, on structure, or below grade, where needed, recognizing that tunnels and structures are considerably more expensive to build.

Stations are provided in roughly equal numbers on the three lines at about one-mile spacing, or closer in more densely developed areas to serve existing destinations and attractions, as well as to accommodate transit oriented development (TOD) opportunities. Stations will be developed to provide for pedestrian and bus access, with bus routes rerouted or created to serve stations, as appropriate; drop-off/pick-up and park-and-ride access will be provided at stations, wherever possible.

The I-630 corridor alignments have been designed to accommodate future extensions. The downtown-airport link is a key fixed guideway linkage and it is relatively short in the case of Little Rock.

The recommended River Rail Airport Study alignment is adopted for this study and it should be included in the minimum operable segment developed for the initial project in this corridor. The I-630 corridor can work well as a central spine for extensions to the northeast (Cabot), the southeast (Airport), the southwest (Benton), and the northwest (Conway), as well as accommodate a possible future westward West Little Rock extension.



This network could be operated in a number of ways, for example with one train operating between Cabot and Benton and another train operating between Conway and the Airport, overlapping through the length of the spine and providing more frequent service for the spine stations.

COMMENTS

One alignment, possibly incorporating segments from two or three of the alignments, will be selected at the close of the comment period, based on the comments received. This alignment and its station locations will be refined for presentation to the community at another public meeting.

Please use the comment form provided and submit your comments within 15 days as follows:

- Turn your comments in at the public meeting
- Fax your comments to: 501-223-2470
- Mail your comments to: I-630 Fixed Guideway Study
Jacobs Engineering Group, Inc.
10816 Executive Center Drive, Suite 300
Little Rock, AR 72211
- Post your comments on line at Metroplan's website: www.metroplan.org

Thank you for your participation.

I-630 FIXED GUIDEWAY STUDY 2ND PUBLIC MEETING

BASIS FOR I-630 STUDY—PREVIOUS STUDIES

Multiple studies over more than a decade have addressed the need for improved transit service in Central Arkansas.

- The **Central Arkansas Regional Rail Project (September 1999 CATA)** evaluated transit corridors and transit technologies to address “**future congestion and mobility problems.**” It identified a number of goals, including using transit as a development tool and improving mobility. This document ranks the I-630 corridor as a high priority and favorably rates lower-cost, proven transit technologies, such as commuter rail, streetcar/trolleys, and light rail. The document notes that continuing to add highway capacity and failing to provide for a future regional rail system will adversely affect the potential to implement a regional rail system.
- A **Regional Transit Vision for Central Arkansas (January 2004 Metroplan)** was incorporated into the region’s 2030 Long-Range Transportation Plan. The **Vision Plan** charrette participants recommended building light rail in the I-630 corridor from west of I-430 through downtown with a connection to the downtown transit center and to the airport.
- The **Metro 2030 Long-Range Transportation Plan for Central Arkansas (September 2005 Metroplan)** calls for making multiple transportation improvements, including “**add[ing] fixed guideway service (commuter rail, light rail, and/or bus rapid transit) in the long-term.**” It is based on a selected hybrid Satellite Cities and Corridors preferred land use scheme, focused on “**development in and around established urban and suburban cities, and also along existing freeway corridors**” with transit supporting this land use development pattern, including light rail transit or bus rapid transit expansions along regional corridors.
- The **I-630 Corridor Study (November 1999 Metroplan)** evaluated ways to improve mobility and safety in the 11-mile-long I-630/Chenal Parkway corridor over a 25-year period. The document provides near- and longer-term recommendations. It notes that with “**higher employment densities or populations, light rail or HOV strategies may become more practical especially as part of a region-wide system.**”

**PURPOSE FOR I-630
FIXED GUIDEWAY STUDY**

METROPLAN is conducting the I-630 Fixed Guideway Study to identify and preserve a transit right-of-way in the I-630 corridor so that a fixed guideway transit line can be built in the future, perhaps within the next decade. The interest is to provide for and encourage future transit development, which might otherwise be precluded in the corridor as I-630 improvements are made and real estate development intensifies in the corridor.

The I-630 study corridor is defined for the purpose of this study to extend from roughly I-30 in downtown Little Rock to the I-430 vicinity in West Little Rock between Markham on the north and 12th Street / Kanis Road on the south. The study also addresses extending a fixed guideway from downtown to the airport, a major transit destination for a fixed guideway system.

**I-630 FIXED GUIDEWAY
STUDY GOALS**

Four goals for building a fixed guideway in the Central Arkansas area are listed below.

- Goal #1:** Provide transit services to improve mobility and accessibility
- Goal #2:** Develop financially attainable transit services
- Goal #3:** Facilitate sustainable community development
- Goal #4:** Enhance Central Arkansas' quality of life

MODE TECHNOLOGY

Multiple modes of transit technology are in use across the US. A review of those modes suggests that either Bus Rapid Transit (BRT) or Light Rail Transit (LRT) may be right for the I-630 fixed guideway corridor. A fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The other modes, which can involve multiple hybrids, include the following, which are probably not right for the I-630 corridor for the summary reasons listed.



- **Heavy Rail**, such as systems in Washington, DC, New York, and Atlanta, is powered by an electrified third rail at track level that requires an exclusive right-of-way and prohibits at-grade track crossings for pedestrians and other vehicles. These systems are more expensive to build and provide more capacity than required in the I-630 corridor.



- **Commuter rail** primarily provides peak-period service with limited mid-day service, if any, for commuters from outlying areas to a core area, often with limited intermediate stops. Commuter rail is typically provided on existing freight rail lines on a time-shared arrangement. The absence of an existing freight rail line in the I-630 corridor effectively precludes using this option.



- **Monorail** is typically used for entertainment venues, can be more expensive, and does not provide strong peak-period commuter capacity.



- **Streetcar/Trolley**, such as the River Rail system in Little Rock, is a traditional technology, which is operated at a slow speed typically with in-street running with multiple stops. This technology is frequently used to stimulate economic development in core areas; however, it is not well-suited for the travel time on end-to-end trips the length of the I-630 corridor.

Either BRT or LRT can provide adequate capacity and operating conditions for the I-630 corridor. The design criteria for LRT are more demanding than those for BRT, so the LRT criteria will be used in the I-630 conceptual design work on this study to preserve the future potential to choose either mode. The following text highlights some of the differences between BRT and LRT.

Bus Rapid Transit (BRT)

This is typically a higher speed bus operation with less frequent stops on largely exclusive right-of-way. The vehicle is typically larger than the average city bus. The investment community is typically less confident of the permanence of this fixed guideway mode than a light rail transit system resulting in less development around stations. It has a lower capital cost but higher operating costs per vehicle than light rail transit. The life cycle cost for this mode is typically more expensive than for light rail transit.



Bus Rapid Transit - Los Angeles, California

Light Rail Transit (LRT)

This mode is typically electrically powered with overhead catenaries and operates on a fixed rail alignment in exclusive and/or non-exclusive rights-of-way. The overhead power source accommodates at-grade vehicular and pedestrian crossings of the rail line. This is traditionally a higher speed operation than a streetcar with fewer stops/stations. Station spacing is typically around one mile but can be closer in denser areas. This system attracts transit oriented development around stations.



Light Rail -- MetroLink, St. Louis, Missouri

I-630 Fixed Guideway Study

Public Meeting, Thursday, February 17, 2011
PLEASE SIGN ATTENDANCE ROSTER

	NAME	ORGANIZATION	ADDRESS	TELEPHONE	E-MAIL ADDRESS
1	Jozetta Williams	J Kelly Referrals	300 S. Spring St	501.374.5000	jozwilliams@ ^{JKelly} referrals.com
2	Lonnie Henry	J Kelly Referrals	300 S. Spring St.	501.374.5000	frontdesk@ ^{JKelly} referrals.com
3	Shirley Jones			501-661-1426	
4	Fred Jones	V.A. Medical Svc	3121 W. 16 th St	501-661-1426	
5	Greg Quillar				
6	D.A. Priebe	ANN TAYLOR	1620 South Faires	501-372-3224	N/A
7	Michelle Gollob				
8	Michael High		1304 Cherry Brook LRR		
9	Thomas Reinhardt		1716 N. Pine L.R.	—	—

I-630 Fixed Guideway Study

Public Meeting, Thursday, February 17, 2011
PLEASE SIGN ATTENDANCE ROSTER

	NAME	ORGANIZATION	ADDRESS	TELEPHONE	E-MAIL ADDRESS
1	Carolyn Cotton	self	P.O. BOX 2286	501 7726229	NA
2	Napoleon Williams	VA	1112 S. Valentine	66136082	NA
3	Carolyn Henry	self	21 Brennan Lane ^{LR 72227}	225-3603	N/A
4	Mike A. Harbor	SELF	115 W Fillmore	541-8072	mhd08-99@yahoo.com
5	Deborah Bidsoney	citizen	POB 316	580,0489	—
6	Seely Hovey	self	101 Somerset Ln	501-868-5838	—
7	Phillip Smith		207 Whispering Hills	Hot Springs	
8	Brian Armstrong	Lifesynch	10816 Exec. Center	258-8737	
9	Kyla Alexander	Self			Kd Alexander@uams.edu

I-630 Fixed Guideway Study

PUBLIC MEETING REGISTER

Park Plaza Mall
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: February 17, 2011

Please Print Name	Street or P.O Box	City, State and Zip	Email Address	Representing: Organization or Self
76 Jiffi Smith	1804 Boelter	Little Rock, AR 72204		Jiffi Smith
77 Dharma Harris	6 Bonnie Ct	LR, AR 72205		Self
78 Steven Alexander				AHTD
79 Mona L. Meeks	P.O. Box 4100	LR AR 72205		Skelly Referrals
80 Felicia Anderson	5901 JFK Blvd N LR AR 72116	N LR AR 72116	fanderson24@gmail.com	Self
81 Michael Harvey	1614 S. Tyler St LR 72204	LR 72204	mharvey@yahoo.com	Self
82 Jordan Foster	414 E 6th St Apt E	LR 72202	jordanf-2000@hotmail	Self
83 Leica Morgan	5006 Greenway Dr	NLR 72116		self
84 Twanna Johnson	3022 Abigail St LR AR 72204	LR AR 72204	tjaclj@gmail.com	Self
85				
86				
87				
88				
89				
90				

I-630 Fixed Guideway Study

PUBLIC MEETING REGISTER

Park Plaza Mall
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: February 17, 2011

Please Print Name	Street or P.O Box	City, State and Zip	Email Address	Representing: Organization or Self
1 Mark Asher	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	mark.asher@jacobs.com	Jacobs Engineering Group
2 James Arbuckle	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	james.arbuckle@jacobs.com	Jacobs Engineering Group
3 John McCarthy	501 North Broadway	St. Louis, MO. 63102	john.mccarthy@jacobs.com	Jacobs Engineering Group
4 Vinod Eadavalli	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	vinod.eadavalli@jacobs.com	Jacobs Engineering Group
5 Ashleigh Robison	2311 Biscayne Dr, Ste 207	Little Rock, AR 72207	arobison@orcolan.com	O.R. Colan
6 Jim Gladwin	2311 Biscayne Dr, Ste 207	Little Rock, AR 72207	jgladwin@orcolan.com	O.R. Colan
7 Brent Fleisher	6000 W Markham	LR AR 72205	ops405@dillards.com	Dillard's
8 AMY HASTINGS	6000 W. MARKHAM	LR AR 72205	merch405@dillards.com	" "
9 Julie Lowe	308 Charles St.	Little Rock, AR 72205	lowesrusgatt.net	Communicating Hands, Inc.
10 RICHARD HICKS	18 OVERLAY CIRCLE	LITTLE ROCK AR 72205		SELF
11 MIKE COOGAN	13122 MORRISON RD.	LITTLE ROCK, AR 72212	MIKE.JAMIE.COOGAN@SBCGLOBAL.NET	SELF
12 J.R. COURTEIGHT	2400 W. Markham St.	Little Rock AR 72205	jr@asd.k12.ar.us	Arkansas School f/t Deaf
13 AL JORDAN	2400 W Markham St	LR AR 72205	ALJ@ASD.K12.AR.US	Deaf School
14 Ada Berry	2400 W Markham St	LR AR 72205	AdaB@asd.k12.Ar.us	ASD
15 Trina Tobett	2400 W. Markham St.	LR, AR 72205	trinat@asd.k12.ar.us	AR. School for the Deaf



Citizen Comment Form

I-630 Fixed Guideway Study AHTD Job Number 061260

2nd Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Do you prefer Bus Rapid Transit (BRT) or Light Rail Transit (LRT) for the I-630 Corridor?

BRT or LRT? Please explain _____

Which Alternative Alignment would you consider to be your preferred alternative for the proposed fixed guideway? See alternative alignments map for additional location information.

- Alternative A – Alignment to the North along Markham
- Alternative B – Alignment in the middle between Markham and 12th Street/Kanis
- Alternative C – Alignment to the South along 12th Street/Kanis

Why is that your preference? Please explain.

Which western terminus do you prefer? 1, 2, or 3? Please explain. See alternative alignments map for additional location information. _____

What refinements would you suggest in your preferred alignment?

What changes would you like to see in station locations?

I-630 Fixed Guideway Study

Please make additional comments below:

Connections to Cabot, Benton, & Conway
need to be made as early as possible.

I-630 Fixed Guideway Study

Citizen Comment Form

I-630 Fixed Guideway Study

AHTD Job Number 061260

2nd Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

Do you prefer Bus Rapid Transit (BRT) or Light Rail Transit (LRT) for the I-630 Corridor?

BRT or LRT? Please explain Good for businesses and it
could attract more residents to live nearby.
Cheaper. More appealing.

Which Alternative Alignment would you consider to be your preferred alternative for the proposed fixed guideway? See alternative alignments map for additional location information.

- Alternative A – Alignment to the North along Markham
- Alternative B – Alignment in the middle between Markham and 12th Street/Kanis
- Alternative C – Alignment to the South along 12th Street/Kanis

Why is that your preference? Please explain.

It could help the students at Ark. School for the
Deaf to learn some transition skills by using
this transit. Deaf Community members might jump aboard.

Which western terminus do you prefer? 1, 2, or 3? Please explain. See alternative alignments map for additional location information.

Closer to Wal-Mart (i)
and shopping center.

What refinements would you suggest in your preferred alignment?

More futuristic look/technology

What changes would you like to see in station locations?

More deaf-friendly videophone like
(PAV) Public Access Videophone which
deaf or hearing people could use in
station location. Also, move the station's location

Report Parameters

From Date:
 To Date:
 Search: (None)
 Require:
 Comments: Hidden
 Graphs: Displayed
 Scope: I-630 Fixed Guideway Study - 2nd meeting

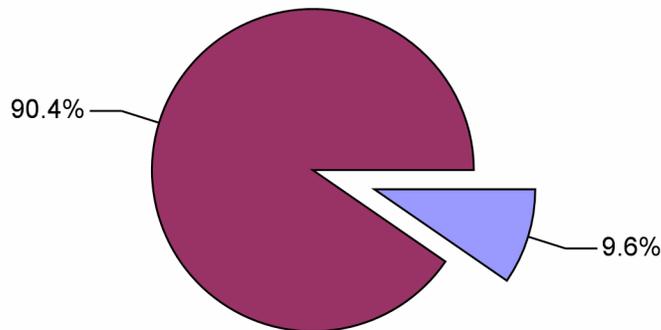
Questions

Question: Unsolicited
 Type: Free Text
 Project: I-630 Fixed Guideway Study - 2nd meeting

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
	Unsolicited				

Question: 1. Do you prefer Bus Rapid Transit (BRT) or Light Rail Transit (LRT) for the I-630 Corridor?
 Please explain below.
 Type: Choose One
 Project: I-630 Fixed Guideway Study - 2nd meeting

Sequence	Type	Publish	Question	Total Submissions	Total Answered	Percentage	Comments Submitted
1	Choose One	Public	1. Do you prefer Bus Rapid Transit (BRT) or Light Rail Transit (LRT) for the I-630 Corridor? Please explain below.	132	125		131
			BRT		12	9.60 %	
			LRT		113	90.40 %	

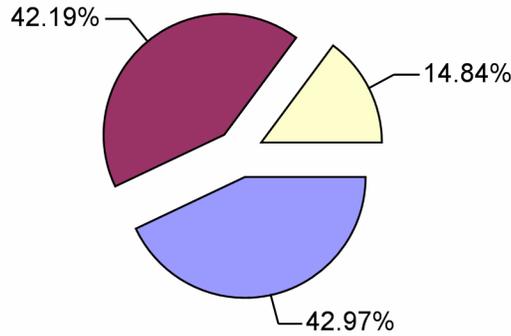


Question: 2. Which Alternative Alignment would you consider to be your preferred alternative for the proposed fixed guideway? Click for the Alternative Alignments Map (2 maps) for additional location information. (This will open a new browser window.) Please explain your preference below.

Type: Choose One

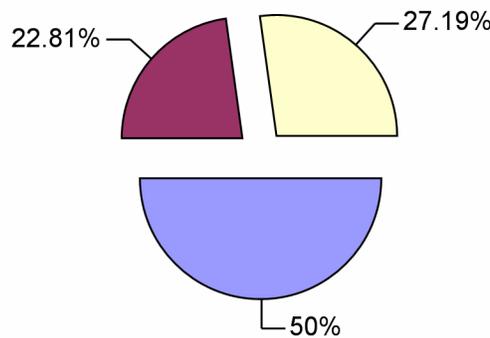
Project: I-630 Fixed Guideway Study - 2nd meeting

Sequence	Type	Publish	Question	Total Submissions	Total Answered	Percentage	Comments Submitted
2	Choose One	Public	2. Which Alternative Alignment would you consider to be your preferred alternative for the proposed fixed guideway? Click for the Alternative Alignments Map (2 maps) for additional location information. (This will open a new browser window.) Please explain your preference below.	132	128		131
			Alternative A - Alignment to the north along Markham		55	42.97 %	
			Alternative B - Alignment in the middle between Markham and 12th St./Kanis		54	42.19 %	
			Alternative C - Alignment to the south along 12th St./Kanis		19	14.84 %	



Question: 3. Which western terminus do you prefer? Please explain your preference below.
 Again, refer to the Alternative Alignments Map (2 maps) for additional location information.
 Type: Choose One
 Project: I-630 Fixed Guideway Study - 2nd meeting

Sequence	Type	Publish	Question	Total Submissions	Total Answered	Percentage	Comments Submitted
3	Choose One	Public	3. Which western terminus do you prefer? Please explain your preference below. Again, refer to the Alternative Alignments Map (2 maps) for additional location information.	132	114		131
			1		57	50.00 %	
			2		26	22.81 %	
			3		31	27.19 %	



Question: 4. What refinements would you suggest in your preferred alignment?
 Type: Free Text
 Project: I-630 Fixed Guideway Study - 2nd meeting

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
4	4. What refinements would you suggest in your preferred alignment?				
	None really. It would be nice to see a spur down to UALR in addition to the ones proposed for SOMA.				2/18/2011 10:08:00 AM
	I would prefer to see the future expansion to Benton to branch off of the main line at University Ave. and travel south to connect up with I-30 rather than expand off of the far west terminus shown in west little rock. The north line to Conway could extend from this point still but I think a south line to Benton down the University corridor would be more beneficial because it would service UALR and neighborhoods in Southwest Little Rock which would use it a lot.				2/18/2011 3:12:57 PM
	See comment #6				3/23/2011 9:16:29 AM
	I really think the zoo should be on any line - especially if the line also goes to Clinton Ave. Obviously the largest shopping and work places. I really like connecting the state offices, especially since they have a shuttle - perhaps a partnership could be arranged with that shuttle? Don't forget to include residential so people can actually get from their home to somewhere.				2/22/2011 11:37:41 AM
	Do you really think people will use this? Or are we just spending money to spend money				2/28/2011 3:08:16 PM
	after war memorial stadium, I would like to see the A route mimmic the B route if possible.				3/5/2011 10:41:45 AM

Public Comment Service - Responses by Question

Generated 3/28/2011 10:47:45 AM

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
4	4. What refinements would you suggest in your preferred alignment?				
	I would GREATLY consider adding 2 routes: one down Chenal Pkwy, to connect with the Markham route; and one all the way down Cantrell Road to the Walmart, which would allow those drivers to abandon their cars and take the rail downtown. CHECK OUT TRAFFIC IN THESE TWO AREAS...IT IS TERRIBLE.				3/23/2011 8:12:38 PM
	Would like to see alignment B more closely follow the route of Alignment A between the the St. Vincent's & Baptist Health stops.				2/22/2011 11:41:43 AM
	Substantial parking decking with high quality security/surveillance				3/23/2011 4:33:20 PM
	Not enough information. Hire someone.				2/25/2011 11:28:04 PM
	A spur on option A to link to Children's Hospital.				3/23/2011 3:13:39 PM
	I would like to see the alignment jog less. It seems that heading north around War Memorial seems like its the biggest jog, and a south access point near the zoo would seem a faster route. I think the strengths of holding close to the interstate is that it focuses development along the transportation corridor that was built and exists as exactly that right now.				2/24/2011 6:45:34 PM
	needs to go farther west				3/23/2011 11:01:33 AM
	If it were possible to run a line through the UAMS campus toward Childrens, I think that might be a better connection route to bring these three major hospitals together.				3/23/2011 12:03:34 PM
	None				3/23/2011 3:43:25 PM
	NA				3/17/2011 12:05:56 PM
	None at this point				3/23/2011 9:49:17 AM
	Dedicated trolley or bus lines connecting light rail stops to hospitals (Alternative C does stop at Children's Hospital), UALR, Philander Smith College, and other centers or hubs of activity.				3/23/2011 1:24:25 PM
	Just south of 6-30 would take in more of the population!				3/3/2011 11:42:22 PM
	Maybe considering both lines B and C. Also I would like to see UALR connected to this rail system to provide an oppurtunity for people to explore higher educational goals.				3/23/2011 2:06:51 PM
	I think you'd have more Saline County commuters use the new transportation if the terminus was closer to I-30 on I-430. I, for one, would definitely use it!				3/23/2011 3:58:32 PM
	Maybe a little closer jog to the hospitals, but I don't know really where you'd do that unless you followed the line of I-630.				2/28/2011 3:13:58 PM
	Combination of route B and C...Could have route B come south over I630 at the VA and continue along route C.				3/23/2011 11:27:03 AM
	The connection to the medical centers is a great advantage of B, but I do not like the section where it is adjacent to 6-30. There is no room for transit oriented development in contrast to C's alignment with 12th St. A light rail along C could help transform some blighted neighborhoods with renewal.				2/17/2011 11:58:45 PM
	suggest where B intersects C the route extend up 12th to Jonesboro and then north to Markham				3/3/2011 1:41:23 PM
	none at this point i prefer alignment 2 becasue it is norht and south of I-630 and avoids race issues on location and provides good access.				3/2/2011 10:28:32 PM
	I really feel it should connect to downtown.				3/23/2011 9:43:33 AM

Public Comment Service - Responses by Question

Generated 3/28/2011 10:47:45 AM

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
4	4. What refinements would you suggest in your preferred alignment?				
	I would like to see the River Rail extension down Markham from the River Market then along Kavanaugh through Hillcrest, similar to the way in which the Memphis trolley line runs from the downtown entertainment district down Madison Ave. to midtown Memphis.				2/18/2011 3:13:49 PM
	Make sure it goes to the airport. It's ridiculous build the system without servicing the airport. It will really improve the ease of tourists to get to the downtown area and access to high end hotels besides the Airport Holiday Inn.				3/23/2011 8:05:52 PM
	Move terminus even further west toward Rahling Rd to further relieve existing congestion problems.				3/1/2011 10:39:42 PM
	I would like to see the section at War Memorial go between the zoo and the stadium, in lieu of it going on Markham in that location, that way it will be more of a draw for tourists. Also, it would put the station closer to the planned CAL's Childrens Library. This would be a win win situation for both the zoo and the surrounding attractions.				3/3/2011 9:31:35 AM
	none				2/28/2011 3:45:35 PM
	Put that sucker in the air and take it straight down I 630.				3/23/2011 5:11:29 PM
	It needs to be able to go faster than a current bus with few stops & adequate parking at the stops it makes.				3/23/2011 3:43:05 PM
	I think that once tracks go downtown, they should take 3rd or 4th street. They could probably benefit from a change.				2/18/2011 2:59:05 AM
	It is very hard to see the map so hard to say.				3/23/2011 10:57:20 AM
	Need terminus access north of 630				3/23/2011 12:30:37 PM
	To better cross pollinate NLR & LR neighborhoods (Central High, South Main, Park Hill, Capitol View, etc)				3/17/2011 2:37:56 PM
	N/A				2/22/2011 1:02:07 PM
	None.				3/14/2011 7:23:57 AM
	None				3/23/2011 7:15:59 PM
	that it would go directly to UALR				3/2/2011 10:27:53 AM
	I think we just need to touch as many business and neighborhood opportunities as possible				2/28/2011 4:52:54 PM
	A route that ran to the state Capitol/capitol complex would be advantageous to many state employees, used by a great number of people during the legislative session, and helpful during special events which often take place near the Capitol.				2/22/2011 2:54:27 PM

Question: 5. What changes would you like to see in station locations?

Type: Free Text

Project: I-630 Fixed Guideway Study - 2nd meeting

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
5	5. What changes would you like to see in station locations?				
	Maybe slightly closer spacing downtown and in residential areas. Another stop at the bend near University Ave.				2/18/2011 10:08:00 AM

Public Comment Service - Responses by Question

Generated 3/28/2011 10:47:45 AM

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
5	5. What changes would you like to see in station locations?				
	I would add a stop somewhere between the Children's Hospital and UAMS to access the large neighborhoods on either side of 630. Also, I would remove the stop between Kanis Park and Baptist Medical Center. There really isn't anything there right now and a stop could be added later if desired.				2/18/2011 3:12:57 PM
	One to conway and hot springs would be nice				3/23/2011 8:07:12 PM
	See comment on #6				3/23/2011 9:16:29 AM
	N/A				3/5/2011 10:41:45 AM
	Not much. I think you did a good job in picking a location that is central to most Little Rock residents and central to Interstate arteries. I would like to see plenty of SAFE parking near these locations, so downtown commuters can park their cars and go to work with peace of mind (I'VE HAD MY CAR BROKEN INTO DOWNTOWN WHILE AT WORK...IT WAS A VERY DISSETTLING EXPERIENCE).				3/23/2011 8:12:38 PM
	Additional stations to the west of proposed termini to connect more of West Little Rock				2/17/2011 11:13:40 AM
	I-40 @ Morgan leg, I-30 @ Alexander leg to join at terminus				3/23/2011 4:33:20 PM
	Not enough information. Hire someone.				2/25/2011 11:28:04 PM
	Every station needs to be serviced by a bus route. If you don't build in connectivity then you'll wind up with a useless boondog like the downtown trolley line that doesn't go anywhere and doesn't run early enough or late enough to be useful for commuters.				3/2/2011 9:38:10 PM
	I think they are well determined along route A. Some of the station locations along B & C aren't as strategically located.				3/23/2011 3:13:39 PM
	no changes				2/24/2011 6:45:34 PM
	farther weqat				3/23/2011 11:01:33 AM
	None				3/23/2011 3:43:25 PM
	NA				3/17/2011 12:05:56 PM
	None at this point				3/23/2011 9:49:17 AM
	na				3/3/2011 11:42:22 PM
	Look at possibly creating the station at Colonel Glenn and I 630.				3/23/2011 2:06:51 PM
	The stations seem to be good as they are.				3/23/2011 3:58:32 PM
	Put the station at John Barrow then eliminate the next one then one at University and one at Jonesboro all others look good.				2/28/2011 3:13:58 PM
	None at this time				3/23/2011 11:27:03 AM
	no time to okk in that detail.				3/2/2011 10:28:32 PM
	More Downtown options.				3/23/2011 9:43:33 AM
	Stations on the north side of the river to relieve existing bottlenecks at bridges.				3/1/2011 10:39:42 PM
	Move further west to Highway 10 on Chenal				3/2/2011 5:23:14 PM

Public Comment Service - Responses by Question

Generated 3/28/2011 10:47:45 AM

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
5	5. What changes would you like to see in station locations?				
	Station between the Zoo and War Memorial.				3/3/2011 9:31:35 AM
	none				2/28/2011 3:45:35 PM
	Why are they not placed closer to major intersections?				3/23/2011 5:11:29 PM
	A stop near Stiff Station/Hillcrest, and around Hughes or Mississippi would be nice. There are schools and retail that are just passed over in the current map.				2/18/2011 2:59:05 AM
	One to go out Cantrell/Highway 10.				3/23/2011 12:30:37 PM
	n/a				3/17/2011 2:37:56 PM
	Only recommendations for additions: Maumelle & Sherwood.				2/22/2011 1:02:07 PM
	None.				3/14/2011 7:23:57 AM
	None				3/23/2011 7:15:59 PM
	emergency or safety phone				3/2/2011 10:27:53 AM
	na				2/28/2011 4:52:54 PM
	It is hard to tell from the maps where the stations are.				2/17/2011 3:52:20 PM
	State Capitol/capitol area station, for the reasons mentioned above.				2/22/2011 2:54:27 PM

Question: 6. Please make any additional comments below.

Type: Free Text

Project: I-630 Fixed Guideway Study - 2nd meeting

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
6	6. Please make any additional comments below.				
	It would be great to have dedicated, wide bike lanes connected to these rail stops.				2/18/2011 10:08:00 AM
	Iâ€™m just barely too young to remember the construction I-630 but its completion is proof that something like this can be engineered and constructed in Little Rock. It seems like after constructing a 6 lane expressway with ramps shoulders and medians, two little rail lines should be a piece of cake! Maybe one day in the future the rail line will do so well that 630 will not be needed and it can be torn down and converted to a city boulevard. And Little Rock will no longer be cut in half. One can dream!				2/18/2011 3:12:57 PM
	20 years is a looong time to wait for this, it should be done in 5-10 years timeframe				3/23/2011 8:07:12 PM
	Has there been a study conducted to actually see how many people would use the rail in these areas? I would assume it would be better used if the rail ran from just east of downtown, down to Markham and then to the Hospital district. This would allow the River Rail to be used in conjunction with this proposed project.				3/23/2011 9:16:29 AM
	Unfortunately, until gas gets expensive people don't want the inconvenience of not having a car. If I though people would use this I would be for it. A bus full of commuters is an efficient way to move people. A bus with a few people on it (all I've ever seen in LR) is a horribly inefficient way to move people. Our country is bankrupt. we don't need to spend this money we don't have.				2/28/2011 3:08:16 PM

Public Comment Service - Responses by Question

Generated 3/28/2011 10:47:45 AM

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
6	6. Please make any additional comments below.				
	Making CAT more reliable would go a long way toward bridging us until a rapid system can be built. I am a regular CAT rider and the bus is often late, which makes me miss my transfer, making a 20 minute ride take over an hour. Improving the system we already have would be fantastic.				3/23/2011 9:13:37 AM
	I would completely be willing to pay an increased tax to see this happen. If it did, I could even get rid of my car!				3/5/2011 10:41:45 AM
	Please do all you can to make this work. In my opinion, Little Rock is one of the most progressive cities in the South. I live in Birmingham, AL right now, but grew up in Little Rock and live their until a few years ago. With a great baseball park, a great arena, a great downtown entertainment scene, and great places to live, Little Rock is an outstanding city to live. A LTR would be an OUTSTANDING addition to our OUTSTANDING city. Please make it happen. Think about the future...don't live in the past! LTR will enhance property values, tourism, and decrease our reliance on gasoline. Please make it happen!!!				3/23/2011 8:12:38 PM
	Please spend money appropriately. Rail systems are very permanent and are difficult to expand. I vote against the Light Rail System.				3/23/2011 3:06:46 PM
	This is a complete and utter waste of time and money. Little Rock isn't large enough to have use for a rail system. Look at the money we waste every year just to keep the trolley system up and running. Have you ever actually seen a person on that thing....I haven't.				3/25/2011 8:42:11 PM
	I just don't like this, even with high gas prices people don't ride the bus, I asked the bus drivers.				3/23/2011 10:00:59 AM
	I would love to see someone who didn't want to leave their monument, and left with saving the people of Pulaski County their money.				
	It's all about schools & jobs. Central AR was shaken by Judge Woods in the 80s & explosive suburbia sprawl ensued. STOP endorsing & approving most new construction on undeveloped land in LR. Incent & nurture redevelopment within the existing city structure to encourage family residence inside LR; THEN the schools will improve. Schools are the key to positive & sustainable city growth.				3/23/2011 4:33:20 PM
	What is needed in addition to these proposed routes is a light rail system from Cabot, Conway, Lonoke, Benton/Braynt. Have your driven Interstates 30/40 and Hwy 67 during rush hour?				3/23/2011 10:44:44 AM
	Not enough information. Hire someone.				2/25/2011 11:28:04 PM
	Any train or bus transit needs to have bike racks. Bike routes need to be made so they branch out from the River Trail and actually take people places. Riding up and down the river is nice and all but you can't go anywhere.				3/2/2011 9:38:10 PM
	Let's get LRT in Little Rock!!				3/23/2011 3:13:39 PM
	I would really like to see a connection to UALR. I'm sure Buses/bike trails could bridge the gap for me, but being able to transfer to another train to take me to school would save a LOT of time.				3/23/2011 12:03:34 PM
	Additionally, I commute from Sherwood. Having access to a park-n-ride somewhere convenient would be useful for me. If I could get on near the airport and ride downtown, I'd use this daily.				
	More more more! Please add light rail lines and stations all over Pulaski County.				2/22/2011 11:21:54 AM
	I think an LRT would be an exciting enhancement to the city and reduce the rush hour traffic crunches if done well.				2/28/2011 6:18:33 PM
	Light rail is a fantastic idea. Solar operated light rail would put Central Arkansas and Little Rock on the top of many good lists; "ease of living", "ease of access to work and leisure", "clean public transportation", on and on.				3/23/2011 1:24:25 PM

Public Comment Service - Responses by Question

Generated 3/28/2011 10:47:45 AM

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
6	6. Please make any additional comments below.				
	What a wonderful addition for our communities!				3/3/2011 11:42:22 AM
	Would it be considered to eventually wrap the city with the LRT?				3/23/2011 2:06:51 PM
	Light Rail!				3/5/2011 4:18:43 PM
	I have been saying for a long time that Little Rock needed something like this! However, I would be bolder about it and get some of the other Central Arkansas cities to go in with you on it. If you had lines running into LR along I-30, I-40 from Conway and down Hwy 167 from Cabot, you'd greatly increase the usage. And you would further meet one of your stated goals which is to alleviate the pressures of gas prices on our citizens. Thank you for doing this!				3/23/2011 3:58:32 PM
	I am excited to hear this come up more in the long term vision of Little Rock at a major metropolitan area. It will take many residents time to get out of their cars and embrace public transit, but in the long run I feel this would be a major step forward for our city.				3/23/2011 11:27:03 AM
	i hope we do something better than the down town rail.. that was a huge waste of \$\$\$.. it is really nonfunctional as public transportation. doesn't go anywhere people actually need to go.				3/2/2011 10:28:32 PM
	Do it faster than 20 years!!!!!! We need the system now. This should be phase one. The second phase should reach out to Conway, Benton, or Jacksonville. As this metro area continues to grow it will be instrumental to meet the needs of commuters that are living and spending their money elsewhere.				3/23/2011 8:05:52 PM
	Don't get caught thinking too short term and too long implementation. Every major city in the US has a rail system and it pays for itself in the economic impact it creates.				
	Excellent Job - BRAVO!				3/3/2011 9:31:35 AM
	I am so excited about this possibility. It is long overdue and in my mind we have suffered as a city by not having this system already. Progress is imperative for Little Rock.				2/28/2011 3:45:35 PM
	Excited that the city is even thinking about this. And planning ahead.				3/23/2011 5:11:29 PM
	suggest we further lessen congestion on 630 by making it a toll way which would also help pay for LRT. Alternative east/west route for an interstate would be Roosevelt.				2/28/2011 6:01:03 PM
	Why isn't there any transit along Cantrell or Reservoir? There's long stretches of new development on Cantrell, and tons of low and mixed income residential on and off Reservoir.				2/18/2011 2:59:05 AM
	I'd like to see the rail serve a variety of "economical level" neighborhoods - lower, middle, and even upper class.				3/23/2011 10:57:20 AM
	I currently ride the Express 25 bus to work each day. I would love to have Light rail transit to downtown.				3/23/2011 12:30:37 PM
	NLR is left out more than I'd prefer				3/17/2011 2:37:56 PM
	I would like to suggest a toll, fine, or tax on any non-local Tractor-Trailer Rigs which enter and utilize our Interstate Highway systems within the North Little Rock & Little Rock city limits during rush hours. With the Broadway Bridge going away for some time into the future, we need to do as much as possible to limit the amount of vehicles on our roads, specifically during rush hours. Proper planning and scheduling on the part of Tractor-Trailer Drivers would eliminate their need to be in ANY city during those times and those who'd like to continue to be inefficient could be charged. The funds raised from this could go to help pay for the mass-transit system and the new Broadway Bridge. Who knows? It might help reduce traffic on I-40 to and from Memphis, too.				2/22/2011 1:02:07 PM

Public Comment Service - Responses by Question

Generated 3/28/2011 10:47:45 AM

Sequence	Question/Response	Respondent	Zip Code	Category	Date Received
6	6. Please make any additional comments below.				
	My first priority is extending trolley service to the Capitol. Based on Capitol Ave traffic levels that would be a good route.				3/14/2011 7:23:57 AM
	I am so excited that this is being discussed! These progressive ideas will not only help traffic congestion, but will also help cut the necessity of car ownership. Thanks!				3/2/2011 10:27:53 AM
	The map should be google maps-based so you can zoom in and see street names, determine what businesses are close, see more about the stations, etc. The pdf map was pretty lame and hard to read on-line.				2/17/2011 3:52:20 PM
	Sure would be nice to see!				2/17/2011 2:37:04 PM
	I think it is very important that this be attainable for low-income people, who are more in need of public transportation, rather than only focused on those "park and ride" commuters coming from West Little Rock.				2/22/2011 2:54:27 PM



I-630 Fixed Guideway Study

SYNOPSIS 3
Job Number 061260
I 630 Fixed Alignment Guideway Study
Tuesday, May 17, 2011

An open forum meeting for the proposed I-630 Fixed Alignment Guideway Study was held at the Dining Room No. 3 in the Gilbreath Conference Center of Baptist Hospital in Little Rock, AR. The meeting was held from 4:00 pm to 7:00 pm on Tuesday, May 17, 2011. Media news releases, flyers, and notices mailed to the project/mailling list/local property owners were utilized to inform the public of the meeting. Special efforts to involve minorities and the public in the meeting included blast e-mails, community outreach through local radio stations, and community calendars on local television stations.

The following information was available for inspection and comment. Small-scale copies of the displays are attached.

- General information boards welcoming participants, noting compliance with federal status related to non-discrimination, emphasizing the purpose of the meeting, describing the study, identifying the project corridor and goals were displayed. Additionally, boards depicting transit modes and future steps were presented.
- Scroll plot of study area depicting 3 alternative alignments on aerial photography with environmental features (i.e floodplains, parks, etc.)

Handouts included an information brochure, a small scale version of the alternatives map and comment forms. Copies of these handouts are attached.

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

TABLE 1	
Public Participation	Totals
Attendance at meeting	46
Comments received	3
Oral statements	0
Website comments	0
Total comments received	3

Consultant staff in concert with Metroplan staff reviewed, received and evaluated their contents. Comments are organized according to the questions (*see Italics below*) asked in the comment form. Every attempt was made to match responses to questions. In the event that a response did not match a question it was applied to the more appropriate question.

What issues or concerns do you see with the proposed fixed Guideway alignment in the West segment from I-430 to the State Capitol; Stations 1 – 6 including future station number 3?

- No tunnels for transportation
- No new construction to the golf course
- Station 3 issues are what type of crimes will be attracted to that area

What issues or concerns do you see with the proposed fixed Guideway alignment on the Downtown segment from the State Capitol to I-30; Stations 7-10?

- Good station location, however will have to overcome steep hills in at the Union Station and State Capitol Complex
- Add 1 more station between the State Capitol and Broadway Street

What issues or concerns do you see with the proposed fixed Guideway alignment on the Airport segment from I-30 to the Airport; Station 11, future station 12, and station 13?

- Station 11, motorist can leave their cars at hotels and tour the city along the transit line.
- Station 12 will attract high crime threat in that area for parked cars and drivers

Which alternative alignments do you prefer at UAMS and the Capitol (white or yellow)? Please discuss

- Yellow- There are no tunnels and closer to the needs at UAMS and the Capitol
- White- Prefer minimal impact on zoo and War Memorial Park. At UAMS and VA space is always a premium

What comments do you have on any of the station locations or linkages? Please discuss

- Elevated stations if overall approach is possible but no tunnels

Additional Comments:

- Set aside land to allow business owners to serve the commuters such as day care centers, grocery stores, cleaners and drug stores. Make these businesses assessable from the stations.
- Target the population that runs South on I-30 and North on I-40 to bring them into Little Rock for work.
- Make the rail a viable option to car-based commuters by cutting time and cost to drivers and also more convenient
- Abate the noise from the residential areas around stations

- Make sure the rail is friendly enough for the senior citizens to have use for it.
- Add bike paths where possible.
- Include sidewalks on Markham between Park Plaza and University to support pedestrians

Attachments: Examples Follow

Public Meeting Notice

Sample Comment Form

Meeting Brochure

Small-scale copies of display boards from Public Meeting

Sign-in Sheet

Handwritten Comments

I-630 Fixed Guideway Study

PUBLIC MEETING NOTICE

**WHAT: Public Involvement Meeting
I-630 Fixed Guideway Study**

**WHEN: Tuesday, May 17, 2011
4:00 p.m. to 7:00 p.m.**

**WHERE: Baptist Hospital,
Gilbreath Conference Center
Dinning Room No. 3
9601 I-630, Exit 7, Little Rock, AR. 72205**

The Jacobs Engineering Group in cooperation with Metroplan will conduct a public involvement meeting to present and discuss the study for identification and preservation of an alignment for the future deployment of a fixed guideway transit system along the I-630 corridor.

This will be an "open house" meeting 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 Cindy Brown, 10816 Executive Center Drive, Suite 300, Little Rock, AR 72211, call (501) 223-0515, fax (501) 223-2470 or email. cindy.brown@jacobs.com. For individuals who are hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least 4 days prior to the public meeting.

NOTICE OF NONDISCRIMINATION: The Jacobs Engineering Group and Metroplan comply with all civil right provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, Metroplan does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in Metroplan's programs and activities, as well as Metroplan's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding Metroplan's nondiscrimination policies may be directed to Susan Dollar, ADA/504/Title VI Coordinator, 501 West Markham Street, Suite B, Little Rock, AR 72201, (501) 372-3300, or the following e-mail address: sdollar@metroplan.org. (Hearing impaired may dial 711.) This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.



Citizen Comment Form

I-630 Fixed Guideway Study
AHTD Job Number 061260

3rd Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

What issues or concerns do you see with the proposed fixed guideway alignment on the West segment from I-430 to the State Capitol; Stations 1 - 4 plus a future station?

What issues or concerns do you see with the proposed fixed guideway alignment on the Downtown segment from the State Capitol to I-30; Stations 5-8?

What issues or concerns do you see with the proposed fixed guideway alignment on the Airport segment from I-30 to the Airport; Stations 9 & 10 plus a future station?

Which alternative alignments do you prefer at UAMS and the Captiol? Please discuss.

What comments do you have on any of the station locations or linkages? Please discuss.

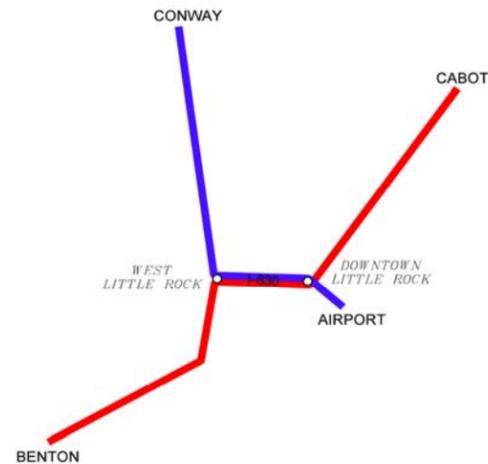
ALIGNMENTS/STATIONS/FUTURE EXTENSIONS

A number of alternative alignments and station locations were considered for the I-630 corridor. These alignments were developed to serve key corridor attractions and destinations, including the River Cities Travel Center, the downtown central business district, the State Capitol, Union Station, and corridor hospitals, institutions, plus developed and potentially developable properties. Three of the most promising of these alignments were presented for comment at the second public meeting. The alignment shown on the inside pages of this brochure was developed from these three alignments, based on public comment, ridership potential, geometry, cost, and engineering judgment.

Stations are provided along the alignment at roughly one-mile intervals or closer, in more densely developed areas, to serve existing destinations and attractions as well as to accommodate transit oriented development (TOD) opportunities. The stations will provide for pedestrian and bus access, with existing bus routes rerouted or new routes created to serve stations, as appropriate: drop-off/pick-up and park-and-ride access will be provided at stations, wherever possible. Cross sections were developed to define the right-of-way that will be required; selected examples of the cross sections are included on the inside pages of this brochure.

Either bus rapid transit (BRT) or light rail transit (LRT) can provide adequate capacity and operating conditions for the I-630 corridor. The design criteria for LRT are more demanding than those for BRT, so the alignment shown in the center portion of the brochure was developed using LRT criteria to preserve the potential for choosing either mode in the future. The primary factors that influenced design criteria were rider comfort and travel time along the alignment. Thus, horizontal curves were flattened or eliminated wherever possible, to maximize rider comfort and minimize travel times. A preferred minimum design speed of 45 MPH was chosen for the development of horizontal and vertical geometry. This criterion was relaxed at approaches to station locations where the trains will come to a complete stop. The preferred maximum grade used is four percent (4%).

The alignment developed in this study is intended to be the central spine of a larger system accommodating future extensions. The downtown-to-airport connection is a key fixed-guideway linkage and should be included in the minimum operable segment developed for the initial project in this system. The River Rail Airport Study alignment was adopted for this study and refined based on LRT criteria. Future extensions from this minimum operable segment or initial project would include connections to the northeast (Cabot), the southwest (Benton), and the northwest (Conway), as well as a possible westward expansion deeper into West Little Rock.



This network system could be operated in a number of ways, for example, with one train operating between Cabot and Benton and another train operating between Conway and the Airport, overlapping though the length of the spine and providing more frequent service for the spine stations.

COMMENTS

The alignment shown in this brochure will be refined at the close of the comment period based on comments received and future right-of-way needs established for the applicable typical section. This is the final public meeting for this study and your comments are important to the development of this alignment.

Please use the comment form provided and submit your comments within 15 days as follows:

- Turn your comments in at the public meeting
- Fax your comments to: 501-223-2470
- Mail your comments to: I-630 Fixed Guideway Study
Jacobs Engineering Group, Inc.
10816 Executive Center Drive, Suite 300
Little Rock, AR 72211
- Post your comments on line at Metroplan's website: www.metroplan.org

Thank you for your participation.

I-630 Fixed Guideway Study

I-630 FIXED GUIDEWAY STUDY 3RD PUBLIC MEETING

Basis for I-630 Study—Previous Studies

Multiple studies over more than a decade have addressed the need for improved transit service in Central Arkansas.

- The **Central Arkansas Regional Rail Project (September 1999 CATA)** evaluated transit corridors and transit technologies to address **“future congestion and mobility problems.”** It identified a number of goals, including using transit as a development tool and improving mobility. This document ranks the I-630 corridor as a high priority and favorably rates lower-cost, proven transit technologies, such as commuter rail, streetcar/trolleys, and light rail. The document notes that continuing to add highway capacity and failing to provide for a future regional rail system will adversely affect the potential to implement a regional rail system.
- The **I-630 Corridor Study (November 1999 Metroplan)** evaluated ways to improve mobility and safety in the 11-mile-long I-630/Chenal Parkway corridor over a 25-year period. The document provides near- and longer-term recommendations. It notes that with **“higher employment densities or populations, light rail or HOV strategies may become more practical especially as part of a region-wide system.”**
- A **Regional Transit Vision for Central Arkansas (January 2004 Metroplan)** was incorporated into the region's 2030 Long-Range Transportation Plan. The **Vision Plan** charrette participants recommended building light rail in the I-630 corridor from west of I-430 through downtown with a connection to the downtown transit center and to the airport.
- The **Metro 2030 Long-Range Transportation Plan for Central Arkansas (September 2005 Metroplan)** calls for making multiple transportation improvements, including **“add[ing] fixed guideway service (commuter rail, light rail, and/or bus rapid transit) in the long-term.”** It is based on a selected hybrid Satellite Cities and Corridors preferred land use scheme, focused on **“development in and around established urban and suburban cities, and also along existing freeway corridors”** with transit supporting this land use development pattern, including light rail transit or bus rapid transit expansions along regional corridors.

PURPOSE FOR I-630 FIXED GUIDEWAY STUDY

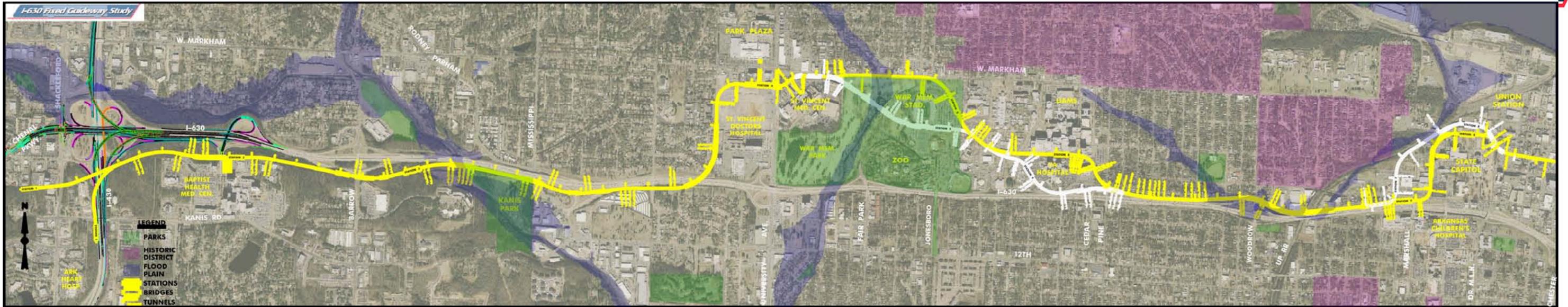
METROPLAN is conducting the I-630 Fixed Guideway Study to identify and preserve a transit right-of-way in the I-630 corridor so that a fixed guideway transit line can be built in the future, perhaps within the next decade. The interest is to provide for and encourage future transit development, which might otherwise be precluded in the corridor as I-630 improvements are made and real estate development intensifies in the corridor.

The I-630 study corridor is defined for the purpose of this study to extend from roughly I-30 in downtown Little Rock to the I-430 vicinity in West Little Rock between Markham on the north and 12th Street / Kanis Road on the south. The study also addresses extending a fixed guideway from downtown to the airport, a major transit destination for a fixed guideway system.

I-630 FIXED GUIDEWAY STUDY GOALS

Four goals for building a fixed guideway in the Central Arkansas area are listed below.

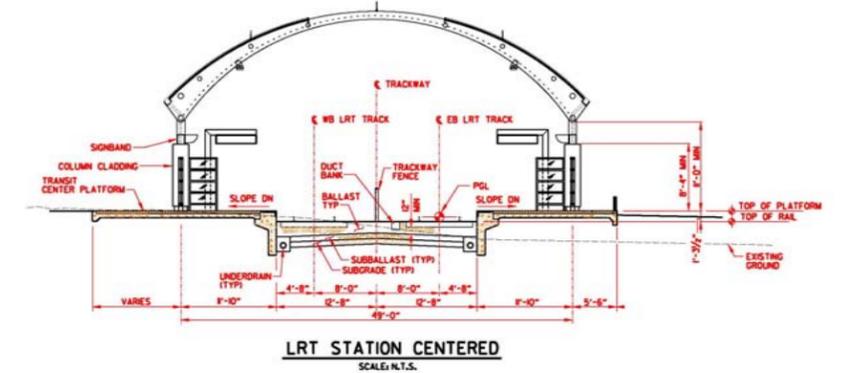
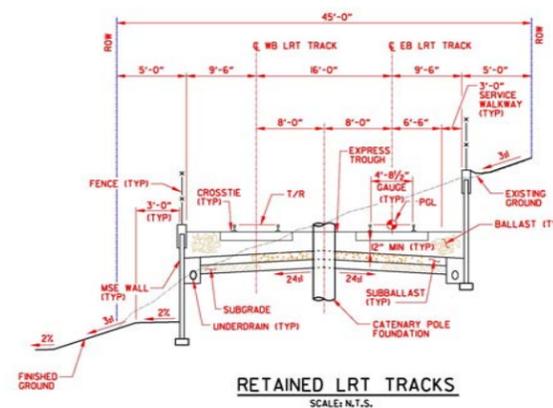
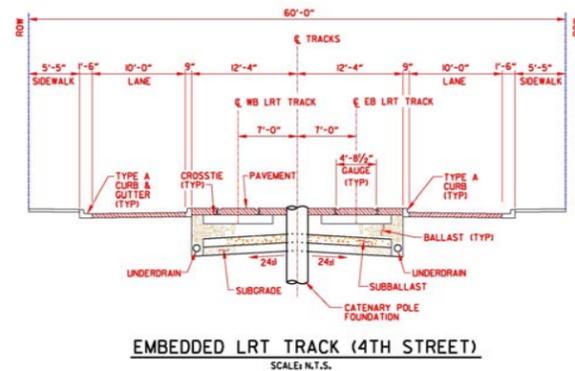
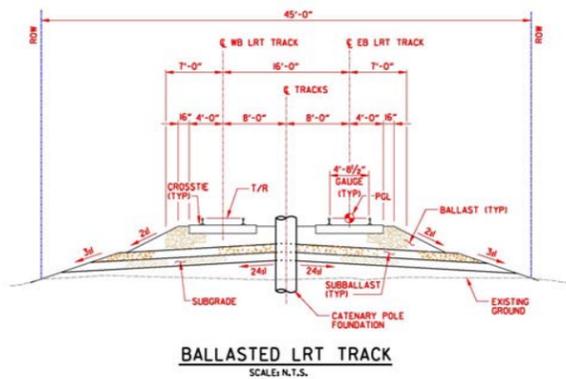
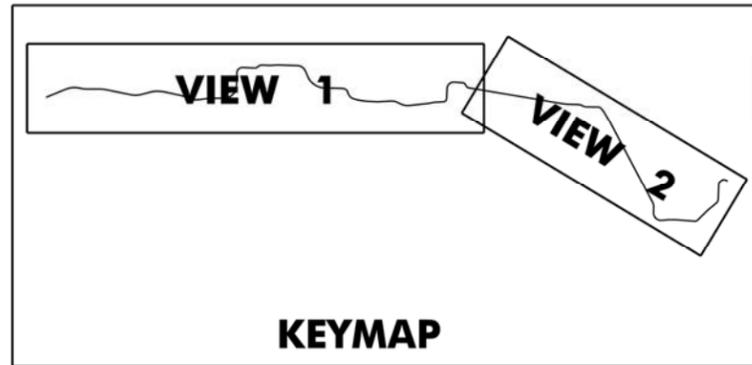
- Goal #1: Provide transit services to improve mobility and accessibility
- Goal #2: Develop financially attainable Transit services
- Goal #3: Facilitate sustainable community development
- Goal #4: Enhance Central Arkansas' quality of life



PLAN VIEW 1



PLAN VIEW 2



Welcome!

Open House
Public Meeting

Please Sign the Attendance Roster

Tuesday, May 17, 2011
4:00 pm to 7:00 pm

NOTICE OF NONDISCRIMINATION

Metroplan and Jacobs Engineering Group comply with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, we do not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in Metroplan programs and activities, as well as in hiring and employment practices. Complaints of alleged discrimination and inquiries regarding nondiscrimination policies may be directed to:

Susan Dollar

ADA/504/Title VI Coordinator
501 West Markham Street, Suite B
Little Rock, AR 72201
(501) 372-3300, (Hearing impaired may dial 711)

or the following e-mail address:

sdollar@metroplan.org

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape, and in Braille

DESCRIPTION OF STUDY

The purpose of this study is to identify a best-fit transit corridor for a suitable mode of technology between downtown Little Rock and West Little Rock, so that an alignment can be preserved for future transit development.

The study focuses on determining:

- A suitable transit mode
(i.e. light rail, bus rapid transit, etc.)
- A workable alignment
- Potential station locations

Tonight's meeting presents the preferred alignment and station locations for your consideration.

ALIGNMENT DEVELOPMENT

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part.

Potential fixed guideway "modes" for this study include:



Bus Rapid Transit (BRT)

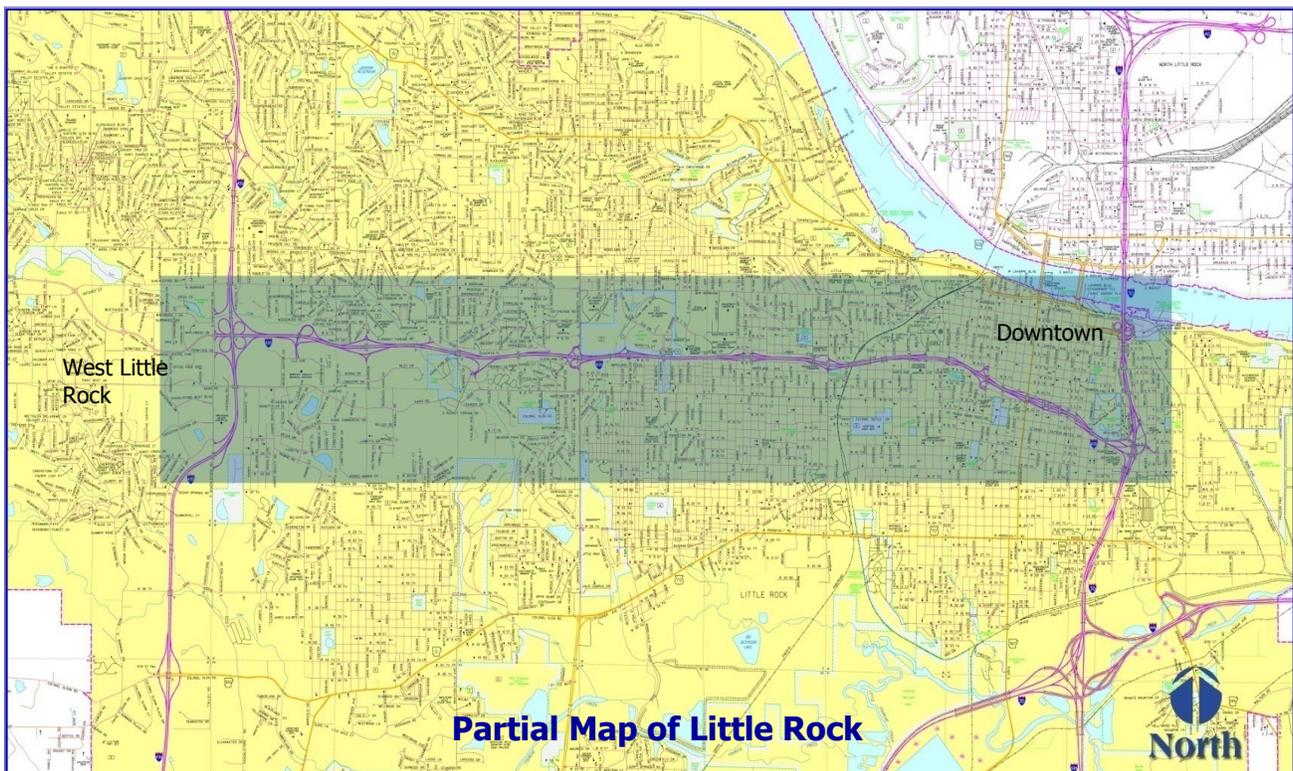


Light Rail Transit (LRT)

The preferred alignment was refined using the more stringent design criteria for Light Rail Transit. This approach will preserve the future option to implement either LRT or BRT.

I-630 Fixed Guideway Study

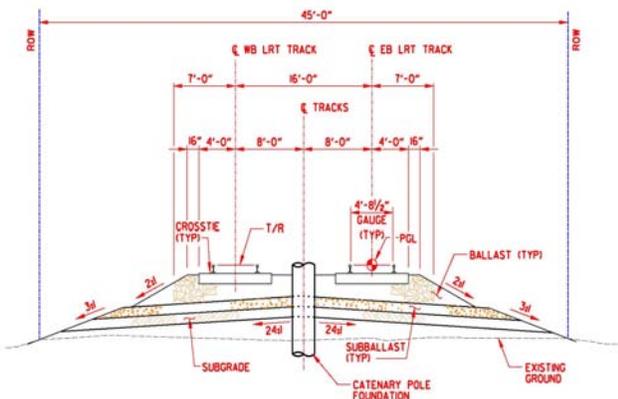
STUDY CORRIDOR & GOALS



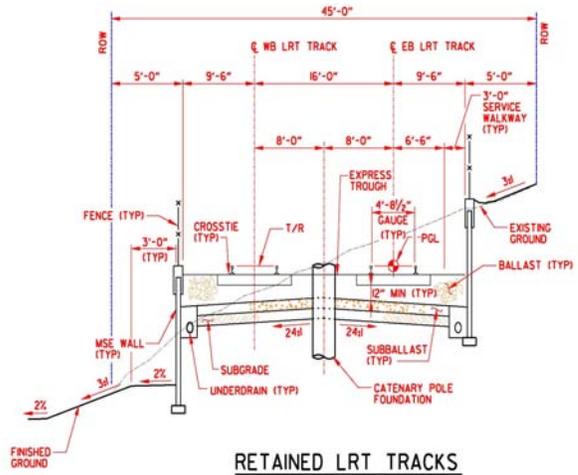
- Provide transit services to improve mobility and accessibility
- Develop financially attainable transit services
- Facilitate sustainable community development
- Enhance Central Arkansas' quality of life

I-630 Fixed Guideway Study

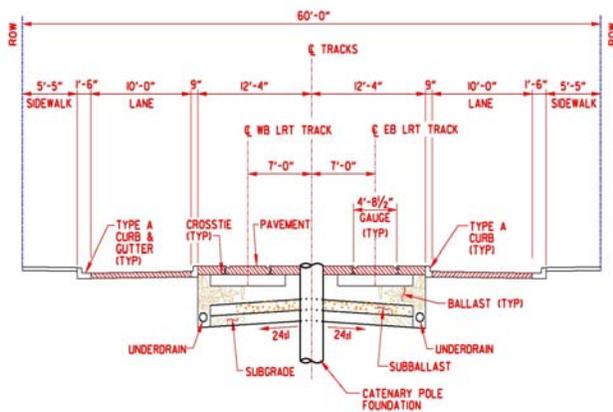
TYPICAL SECTIONS



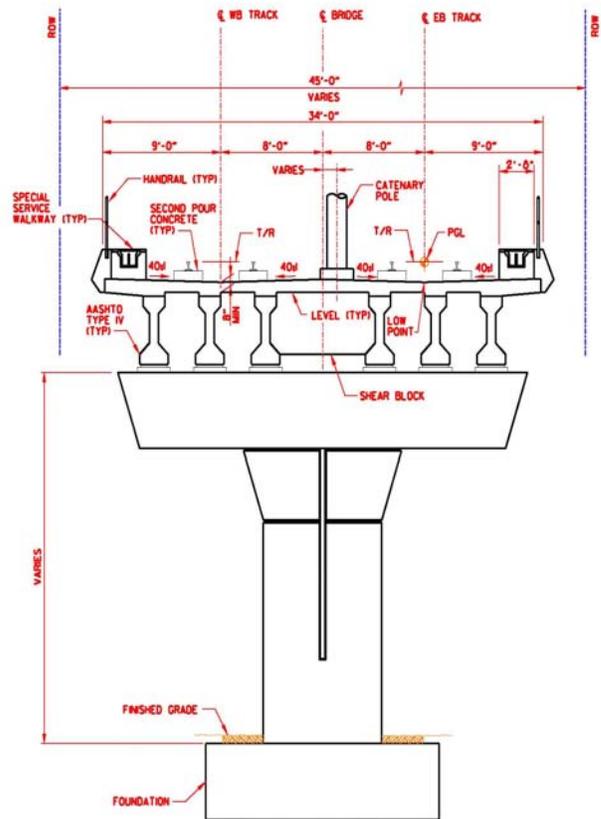
BALLASTED LRT TRACK
SCALE: N.T.S.



RETAINED LRT TRACKS
SCALE: N.T.S.



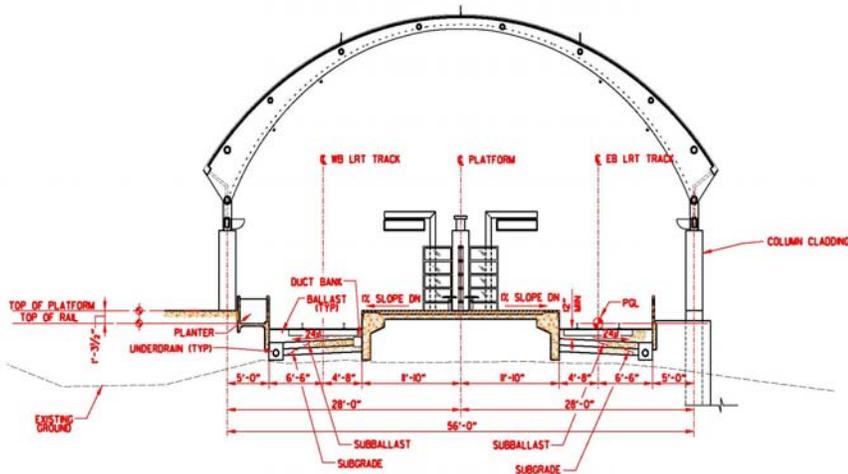
EMBEDDED LRT TRACK (4TH STREET)
SCALE: N.T.S.



LRT BRIDGE TYPICAL SECTION
SCALE: N.T.S.

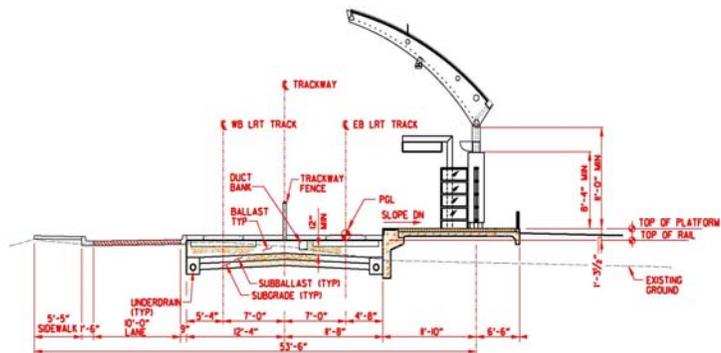
I-630 Fixed Guideway Study

STATION SECTIONS



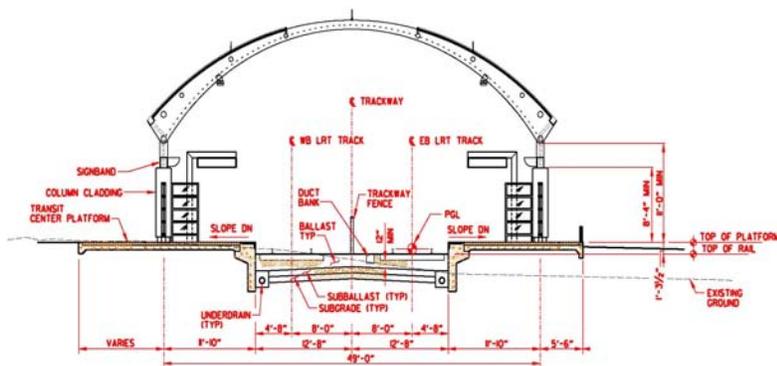
LRT STATION SEPARATED

SCALE: N.T.S.



LRT STATION RIGHT

SCALE: N.T.S.

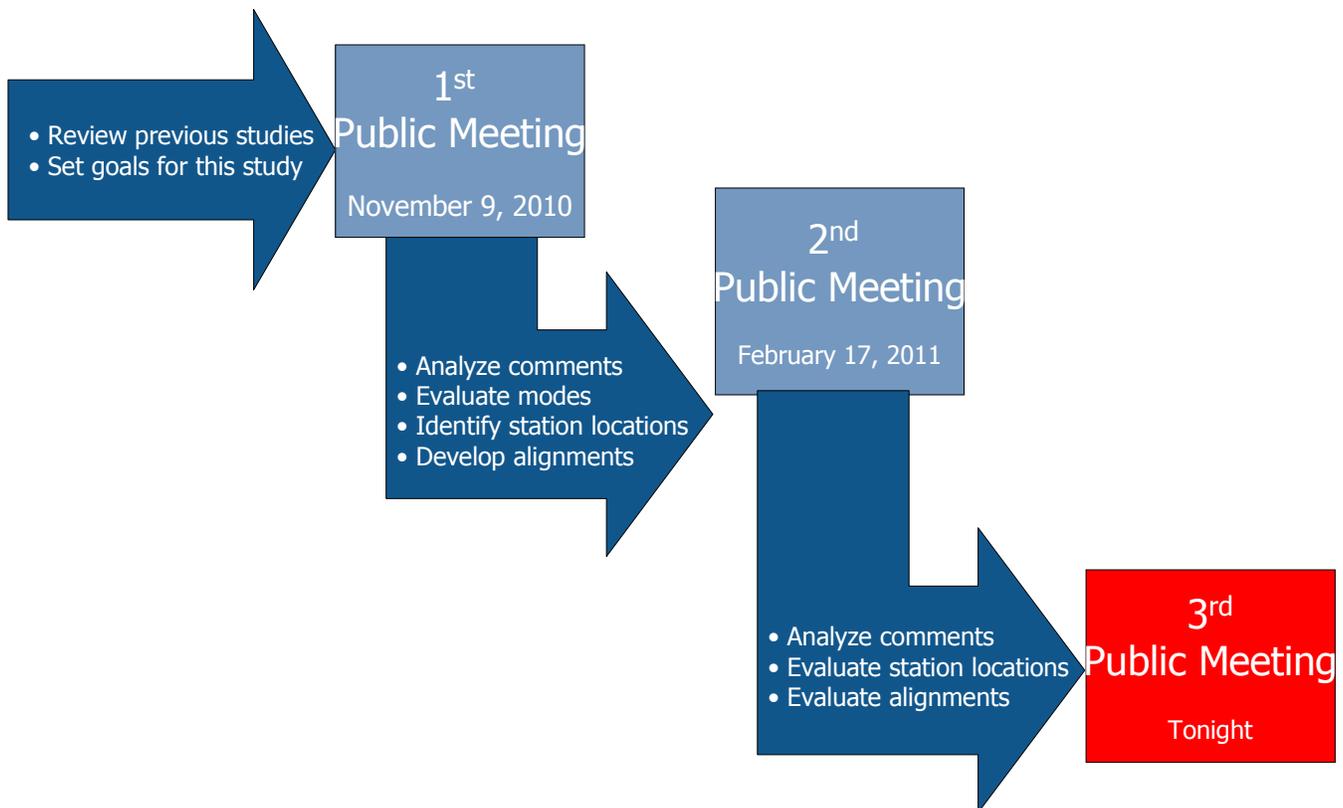


LRT STATION CENTERED

SCALE: N.T.S.

WHAT'S NEXT

- Analyze comments received tonight
- Refine the selected alignment
- Review station locations
- Report study findings and define alignment for corridor preservation



Please fill out a comment form before you leave.

Thank You!

for coming to
Tonight's Public Meeting

For updates and information on the study

please go to

www.metroplan.org

I-630 Fixed Guideway Study

PUBLIC MEETING REGISTER

-Park Plaza Mall - Baptist Hospital
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: May 17, 2011

Please Print Name	Street or P.O. Box	City, State and Zip	Email Address	Representing: Organization or Self
1 Mark Asher	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	mark.asher@jacobs.com	Jacobs Engineering Group
2 James Arbuckle	10816 Executive Center Dr., Ste 300	Little Rock, AR. 72211	james.arbuckle@jacobs.com	Jacobs Engineering Group
3 John McCarthy	501 North Broadway	St. Louis, MO. 63102	john.mccarthy@jacobs.com	Jacobs Engineering Group
4 Jozetta Williams	P.O. Box 4100	LR AR 72214	jowilliams@referrals.com	J Kelly
5 Mona Meeks	P.O. Box 4100	LR AR 72214	monameeks@	" "
6 JANN BELL	1617 GROVE HURD	NLR	jannbell@gmail.com	
7 Gina Davis	12219 Bridle Creek TEL	Little Rock 72211	gmdavis64@gmail.com	POA
8 Clayton Johnson	7203 M ST.	" 72207	cljohnson100@gmail.com	CCRA
9 Neil Matthews	7200 Briarwood Dr	LR 05	nellirene@hotmail.com	BANA LWVPC
10 JAMES THOMPSON	7700 Hpacke Rd	Little Rock, AR 72205	arjazzmar@bcbglobal.net	BANA President
11 KATY GELLS	30X772	LR 03		C E C E N
12 Nicole Heaps	556 Edgewood Drive	Maumelle AR 72113	Nicolemaumelle.org	CATA
13 Steven Alexander				AHTD
14				metrolink
15 LaDee Covington				

I-630 Fixed Guideway Study

PUBLIC MEETING REGISTER
 Park Plaza Mall
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: May 17, 2011

Please Print Name	Street or P.O. Box	City, State and Zip	Email Address	Representing: Organization or Self
16 Claire Lublong	400 N Spruce	LR AR 72205	claire.lublong@baptisthealth.org	
17 Max Savoy	11718 SAADY RIDGE	LR AR 72211	MAX.SAVOY@BAPTIST-HEALTH.ORG	
18 Jon Arneson	9001 GOSO WY 7	LR AR 72205	jon.arneson@baptist-health.org	BAPTIST HEALTH
19 Jay Baugh	13622 Saddle Hill	LR AR 72212	jeary.baugh@baptist-health.org	Capitol Zoning
20 Boyd Maher	410 S. Battery	LR 72201	boyd.maher@arkansas.gov	
21 Kristi Toblesky	2210 Fox Trail	Benton AR 72019	krktoblesky@yahoo.com	BH
22 Jeanna Immelkus	12412 Herinke	Mabelvale, AR 72103		BH
23 JON DAVIES	4701 SUGAR MAPLE LANE	LR AR 72202	jon.davies@baptist-health.org	BH
24 Eric Johnson	714 Greenleaf Dr	North Little Rock	preaching@ericjohnson.com	BH
25 Renee Bearfield	3208 S. Crescent	Bryant 72022	Renee.Bearfield@yahoo.com	BH
26 Artya Stamps	1406 Sawgrass cv	Benton 72019	ArStamps@gmail.com	BH
27 Alcorn Green, ETI	8315 moonbeam Trl	Little Rock, AR 72205		BH
28 Sandra Juniel	#6 Southern Oaks Ct.	LR Ark 72209	Sandra.juniel@baptisthealth.org	BH
29 Margaine Curry	3717 Washington	Little Rock.		
30 Cynthia Gregory				WAMS

I-630 Fixed Guideway Study

PUBLIC MEETING REGISTER
 Park Plaza Mall
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: May 17, 2011

Please Print Name	Street or P.O. Box	City, State and Zip	Email Address	Representing Organization or Self
31 Roger Ball	2500 E. 145	L.R. Ar 72206		
32 Robert Ray	462 Dogwood Meadows	Austin, Ar, 72007		Self
33 Jessie Evans	5801 Freeman Blvd	L.R. AR, 72209		Self/Community
34 Allie Freeman II	11 SCARLET MAPLE CRT. 72209 CENT L.R., AR.	L.R., AR. 72223	allie.freeman.iii@rsd.org	CATA BD Central Ar. Transit Authority
35 Lois Westram				
36 Kalynn Grant	4401 Riverside Ln	L.R. Ar 72209		
37 Kay Cagle				
38 Cynthia Gullett				
39 Dong Williams	1006 W. 34 th St.			
40 David Nicks				
41 Trey Carter				
42 Rodney Carson				
43 Krystal Maxum	103 DEER BR RUN	LITTLE ROCK, AR		
44 Das Resmit		Newmarket		
45 Carol Norris	9409 Dartmouth	LR		

I-630 Fixed Guideway Study

PUBLIC MEETING REGISTER
 Park Plaza Mall
 Little Rock, Arkansas
 AHTD Job No. 061260
 Date: May 17, 2011

Please Print Name	Street or P.O. Box	City, State and Zip	Email Address	Representing: Organization or Self
46 Ebony Crawford	12700 Lawson rd	Little Rock Ar 72200		
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CAPITOL ZONING DISTRICT COMMISSION

May 17, 2011

Richard Magee, Deputy Director
Metroplan
501 W. Markham St.
Little Rock, AR 72201

RE: I-630 Fixed Guideway Study

Dear Mr. Magee:

Thank you for the opportunity to review the proposed routes for an eventual fixed guideway along the Interstate 630 corridor. We noted that several areas along this corridor are currently listed in the National Register of Historic Places, or are cited in the City of Little Rock's Preservation Plan as potential historic districts. As a state planning and preservation agency, we were pleased to learn that the preferred alternative (alignment B) avoids many of these older neighborhoods.

We are, however, concerned about the eventual right-of-way through the Capitol Area. As you know, our agency is charged with protecting the dignity of the State Capitol and its environs. While we agree that a fixed transit route near the Capitol and/or Union Station would serve to foster an area of high public amenity, we would urge the selection of a route that minimizes impacts to the Capitol grounds and to the remaining historic fabric in the surrounding blocks. Prior to the auto-oriented developments of the last half-century, these blocks once comprised the Capitol Hill neighborhood, and it is our goal to preserve the remnants of this former residential area for the benefit of all Arkansans.

In summary, the Capitol Zoning District Commission strongly supports the concept of a fixed public transit guideway along the I-630 corridor, utilizing a route that avoids, to the greatest extent possible, historic resources in the Capitol Area and throughout Little Rock.

Sincerely,

Boyd I. Maher
Executive Director

cc: Honorable Mark Martin, Secretary of State
Anne Laidlaw, Arkansas Building Authority
Tony Bozynski, Little Rock Department of Planning & Development
Kathy Wells, Coalition of Little Rock Neighborhoods
Rhea Roberts, Quapaw Quarter Association

I-630 Fixed Guideway Study

Citizen Comment Form

I-630 Fixed Guideway Study
AHTD Job Number 061260

3rd Public Meeting

Make your comments on this form and leave it with personnel at the meeting, fax it to 501-223-2470, or mail it within 15 days to: I-630 Fixed Guideway Study, Jacobs Engineering Group, Inc; 10816 Executive Center Drive, Suite 300; Little Rock, Arkansas 72211.

What issues or concerns do you see with the proposed fixed guideway alignment on the West segment from I-430 to the State Capitol; Stations 1 - 6 including future station number 3?

GOOD OVERALL. WANT NO TUNNELS. STN. LOCATIONS GOOD, GENERALLY. #3 STN ISSUE IS: WHAT CRIME IS TO BE ATTRACTED TO AREA, w/ SENIORS @ WOODLAND HGTS?

What issues or concerns do you see with the proposed fixed guideway alignment on the Downtown segment from the State Capitol to I-30; Stations 7-10?

RTE. GOOD; STN. LOCATION GOOD, GENERALLY OVERCOME STEEP GRADE @ UNION STN + CAPITOL COMPLEX.

What issues or concerns do you see with the proposed fixed guideway alignment on the Airport segment from I-30 to the Airport; Station 11, future station 12, and station 13?

#11 - HOPE IS MOTORISTS USE TRANSIT, LEAVE CAR @ HOTEL, TO BE TOURISTS. #12 - A PUZZLE - HIGH THREAT OF CRIME ON PARKED CARS & MUG DRIVERS.

Which alternative alignments do you prefer at UAMS and the Capitol (white or yellow)? Please discuss.

PREFER YELLOW, NO TUNNELS, CLOSER TO NEEDS w/ YELLOW @ UAMS, ALSO CAPITOL.

What comments do you have on any of the station locations or linkages? Please discuss.

ELEVATED SEGMENTS GOOD - LIKE THIS APPROACH OVERALL IF POSSIBLE.
NO TUNNELS!

I-630 Fixed Guideway Study

Citizen Comment Form

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What issues or concerns do you see with the proposed fixed guideway alignment on the West segment from I-430 to the State Capitol; Stations 1 - 6 including future station number 3?

Fine as long as no change to Golf Course, 18 hole golf course remains after construction and preserve historic Club House. ~~the~~ ~~ground~~ ~~would~~ ~~be~~ ~~protected~~ ~~in~~ ~~suburban~~ ~~community~~ ~~see~~ ~~back~~. Under ground if line goes through ~~Wormwood~~ Park see back

What issues or concerns do you see with the proposed fixed guideway alignment on the Downtown segment from the State Capitol to I-30; Stations 7-10?

see back

What issues or concerns do you see with the proposed fixed guideway alignment on the Airport segment from I-30 to the Airport; Station 11, future station 12, and station 13?

OK

Which alternative alignments do you prefer at UAMS and the Capitol (white or yellow)? Please discuss.

see back comments

What comments do you have on any of the station locations or linkages? Please discuss.

see back comment

I-630 Fixed Guideway Study

Citizen Comment Form

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What issues or concerns do you see with the proposed fixed guideway alignment on the West segment from I-430 to the State Capitol; Stations 1 - 6 including future station number 3?

1) Noise - the corridor from east of Baptist Health to Plaza Blvd (west side of Park Plaza) is beside residential areas. Some with Capitol/Stieff Station section. Need to consider & plan to abate noise.

What issues or concerns do you see with the proposed fixed guideway alignment on the Downtown segment from the State Capitol to I-30; Stations 7-10?

I like the positions of line - only suggest add 1 more station between St. Capitol & Broadway. Development will follow along the rail.

What issues or concerns do you see with the proposed fixed guideway alignment on the Airport segment from I-30 to the Airport; Station 11, future station 12, and station 13?

Looks fine to me.

Which alternative alignments do you prefer at UAMS and the Captiol (white or yellow) ? Please discuss.

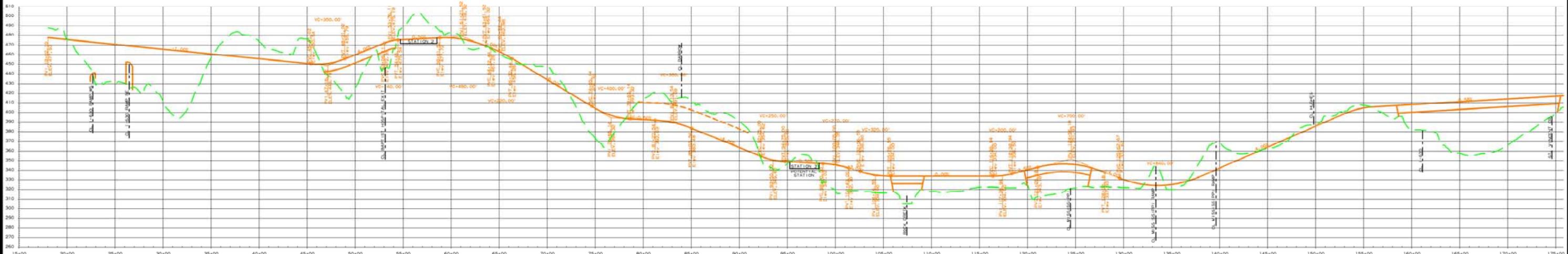
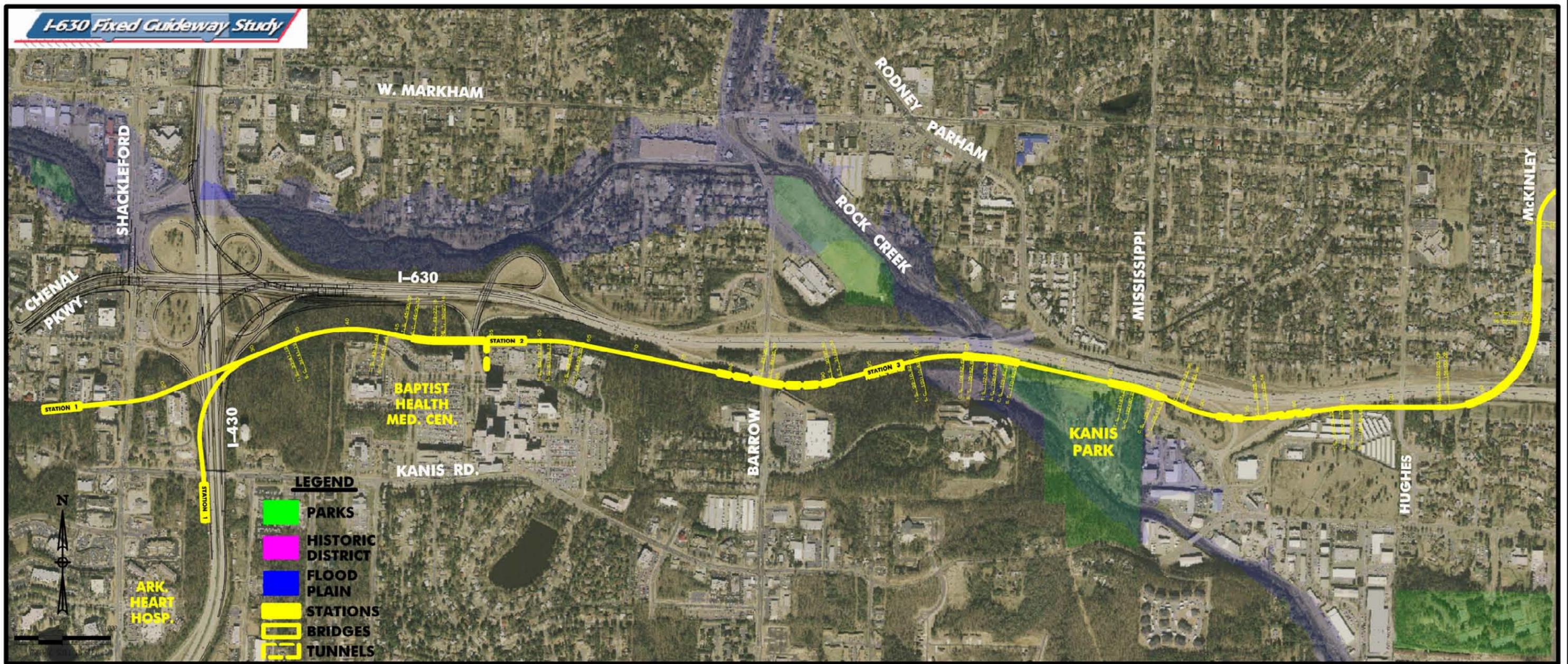
White - Prefer ~~minimal~~ minimal impact on Zoo park (viewscape, noise). At UAMS/VA - space is always a premium - why fight them for surface.

What comments do you have on any of the station locations or linkages? Please discuss.

Add bike paths where possible. Include sidewalks on Markham between Plaza & University to support pedestrians. Set aside land to allow tenants to serve commuters, e.g., day care,

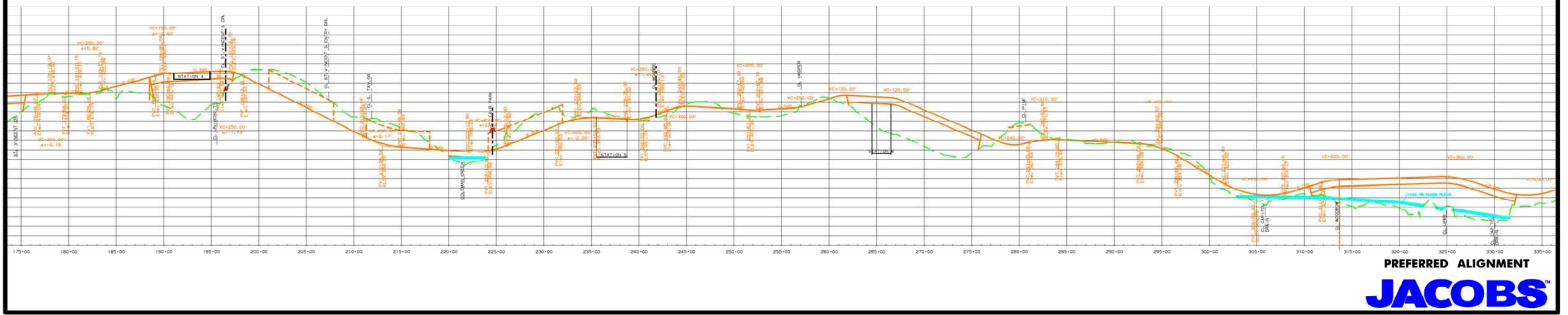
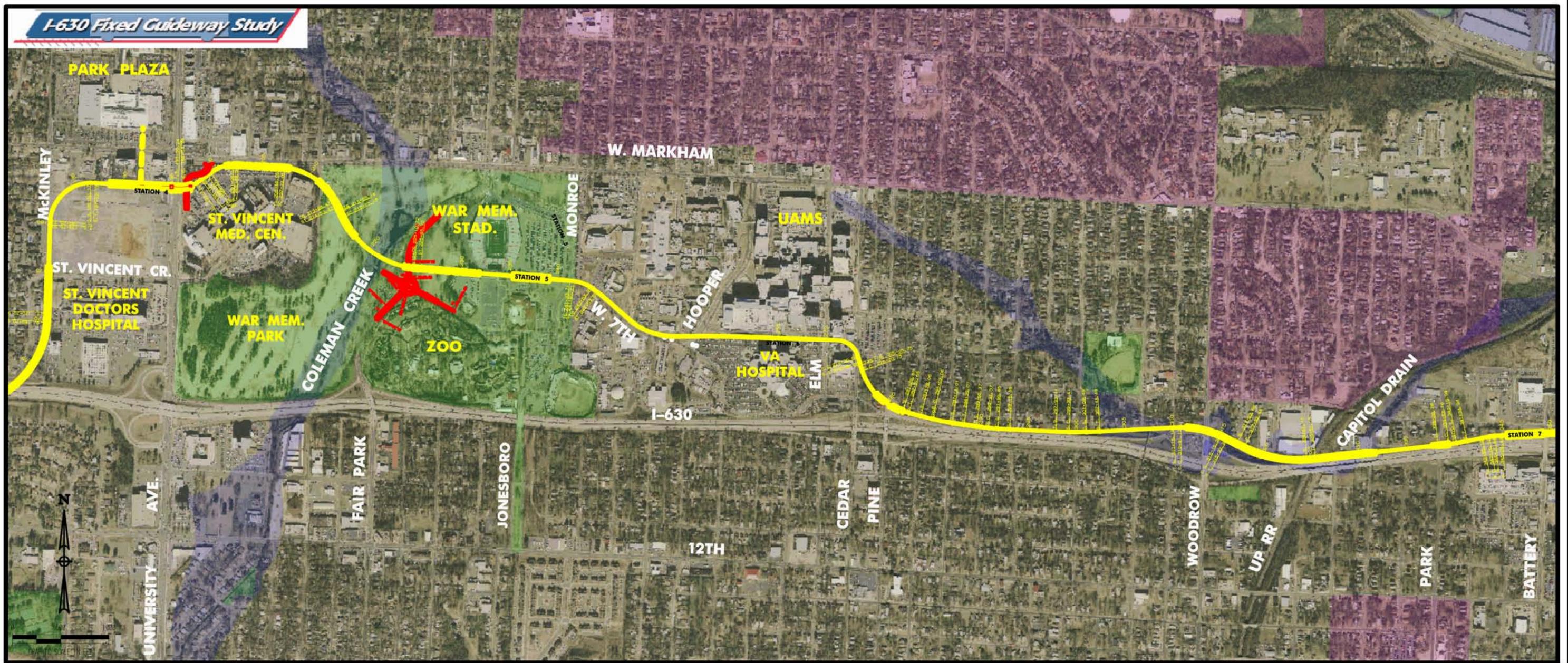
--please make any additional comments on the back--

Appendix B. Plan & Profile Drawings

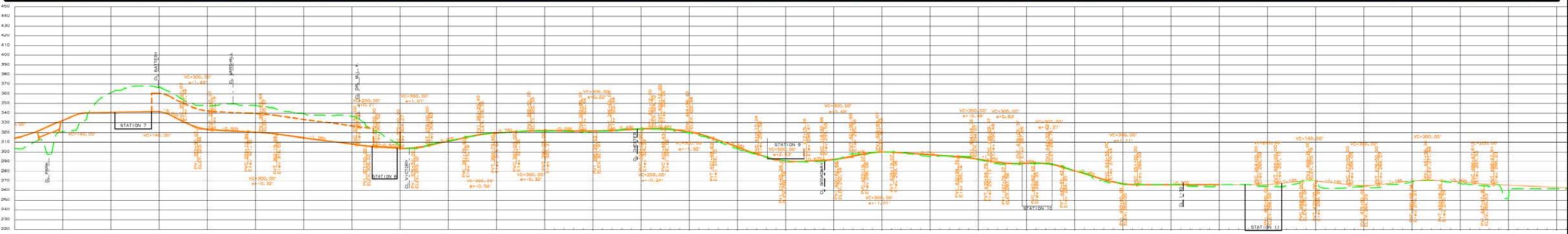
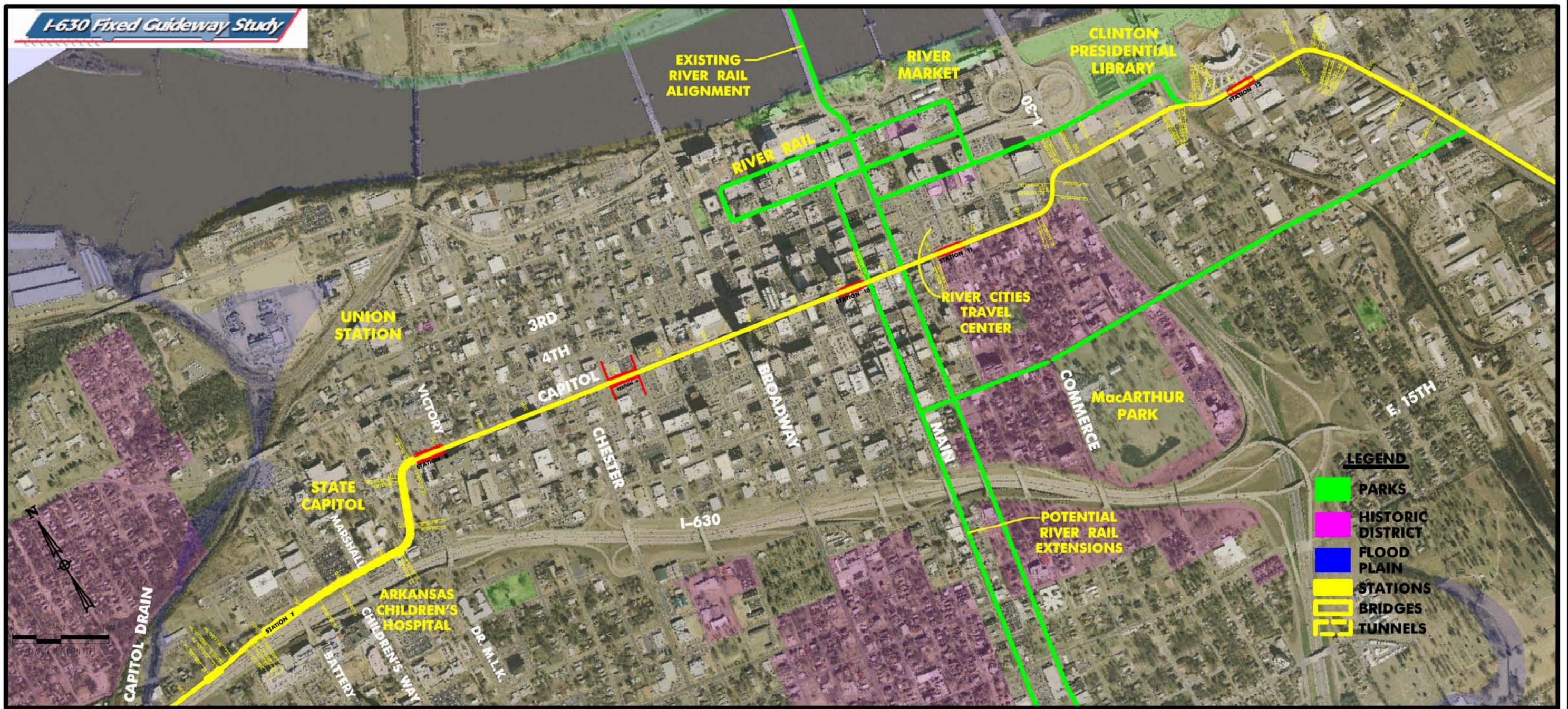


PREFERRED ALIGNMENT

I-630 Fixed Guideway Study



PREFERRED ALIGNMENT
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