

Appendix A-2

Public Involvement Synopsis Report

Public Involvement Synopsis

Public Meeting

Public Involvement Synopsis

Job Number 17019260
Southwest Trail
Pulaski, Saline, and Garland Counties
November 13-15, 2018

Three open-house Public Involvement Meetings were held to present and discuss location alternatives for the Southwest Trail (bicycle and pedestrian path) connecting the City of Hot Springs with the City of Little Rock. The meetings were identical in content and held at the following venues:

- **Tuesday, November 13, 2018** at the Benton High School Campus (Professional Development Center), 211 North Border Street in Benton
- **Wednesday, November 14, 2018** at the Embassy Suites by Hilton (Grand Salon), 400 Convention Boulevard in Hot Springs
- **Thursday, November 15, 2018** at The Centre At University Park (Banquet Hall), 6401 West 12th Street in Little Rock

Table 1 describes the efforts made to involve minorities and the public in the meetings.

Table 1	
Outreach Method	Details
Public Officials	<ul style="list-style-type: none">- Letters mailed October 25- Emails sent October 25- Notifications made to newly elected public officials November 8 and 9
Newspaper Ads	<ul style="list-style-type: none">- Display Advertisement #1 published in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record on October 28- Display Advertisement #2 published in the Arkansas Democrat Gazette, The Saline Courier, and The Sentinel-Record on November 11
Websites	<ul style="list-style-type: none">- Information begins to post on various websites beginning October 30, including the Arkansas Department of Transportation, Pulaski County, Saline County, and Garland County
Property Owners	<ul style="list-style-type: none">- Postcards mailed (approx. 500) November 5
Stakeholders	<ul style="list-style-type: none">- Flyers mailed November 5- Emails sent November 5- Pulaski County Neighborhood Associations email sent November 7

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News Release	<ul style="list-style-type: none">- News release #1 sent to media contacts in Pulaski, Saline, and Garland counties October 28- News release #2 sent to media contacts in Pulaski, Saline, and Garland counties November 12
Social Media	<ul style="list-style-type: none">- Campaign begins November 7. Requests sent to ARDOT, Pulaski County, Saline County, Garland County, Garver, City of Little Rock, City of Benton, City of Hot Springs, MySaline.com, Little Rock Chamber of Commerce, Benton Chamber of Commerce, Greater Hot Springs Chamber of Commerce, Saline County Library, Garland County Library, Central Arkansas Library System, and Hot Springs Convention and Visitors Bureau.- Information sent to various running and bicycling groups, and other agencies. Posts made by Arkansas Bicycle Club, Bicycle Advocacy of Central Arkansas, BikePed Little Rock, Friends of Fourche Creek, Friends of the Southwest Trail, Metroplan, Parkside Cycle, Saline County Striders, The Southwest Trail, and THV11
Flyer Delivery	<ul style="list-style-type: none">- Flyers hand-delivered to public areas in the project area November 8 and 9
Public Service Announcements (PSAs)	<ul style="list-style-type: none">- Sixty-second Public Service Announcements air on Power 92.3 FM and La Zeta 106.3 FM from November 10 through November 15

Table 2 provides an overview of the information that was available for inspection and comment. Copies of the handouts and exhibits are attached.

Table 2	
Stations	Information
Sign-In Table	<ul style="list-style-type: none">- Comment Form- Two-page Summary Sheet with map
PowerPoint Presentation	<ul style="list-style-type: none">- Five-minute looping presentation providing background on the project, status of the project, and purpose of the public meeting
Roll plots	<ul style="list-style-type: none">- Preliminary alignment maps showed aerial photography at a scale of 1 inch equals 500 feet. Roll plots separated by county. Information included main alignment, various options, points of interest, Map Book Page numbers, and county boundaries.

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Exhibits	<ul style="list-style-type: none">- Trail Overview Map identical to handout- Environmental and Safety Constraints – All Options- Six typical trail sections showing urban or rural sections, within right-of-way or open space, on or off-street, and side path or shared-use path
Map Books	<ul style="list-style-type: none">- Three laptops opened to Map Books showing preliminary alignment on aerial photography at a scale of 1 inch equals 200 feet. Information included main alignment, various options, points of interest, parcels within ¼ mile, and county boundaries.
Comment Tables	<ul style="list-style-type: none">- Area provided to allow public to fill out comment form prior to leaving the public meeting.

The meeting flyer, comment form and summary sheet, PowerPoint presentation, roll plots, and exhibits were posted on the ARDOT website public meeting page.

Table 3 describes the results of the public participation at the meeting.

Table 3	
Public Participation	Totals
Attendance at three public meetings	243
Comment forms and emails received (at public meetings and during comment period)	183

Garver staff reviewed all comments received and evaluated their contents. The summary of 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.

An analysis of the responses received as a result of the public survey is shown in Table 4.

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Table 4

Survey Results	Totals
Most appealing aspect of the Southwest Trail	
• Bicycling	99
• Running / walking	60
• Trail connection to work or recreational locations	43
• Economic Impact	51
Concerns in regard to the Southwest Trail	
• Costs	37
• Safety	78
• Private property impacts	70
• Impacts to businesses	11
Own property potentially impacted by one of the proposed route options	59
Own property near one of the proposed route options	69
Comments identified in support of the trail or trail route	101
Comments identified as neutral toward the trail	20
Comments identified as opposed to a trail route	62

The following is a list of comments with **trail suggestions or positive benefits**

- 17 discussed the benefits to the economy, community, and quality of life
- 12 mentioned the positive effects on health, physical activity, or exercise
- 11 stated the positive benefits to tourism
- 9 supported or wanted more old railroad or rail right-of-way to be used
- 8 desired connections to camping sites or campgrounds, with most identifying Gulpha Gorge Campground in Hot Springs National Park
- 8 preferred rural routes, including several on Pawnee Drive who want the route moved to more rural areas
- 5 desired the ability to use the trail to commute to work, get to school, or use for alternative transportation

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Public Meeting

- The following trail connections were suggested:
 - Gulpha Gorge (5)
 - River Trail (5)
 - Fourche Creek/Fourche Bottoms (4)
 - Benton (3)
 - Coincide with old southwest trail (2)
 - New Farmer's market (1)
 - Schools or educational facilities (3)
 - Central High School/CHS neighborhoods (3)
 - Hot Springs Village (2)
 - Neighborhoods (2)
 - Saline County Career Training Center
 - Old Reynolds Complex
 - Bathhouse Row
 - Arch to Interstate Park
 - 65th to Benny Craig Park
 - Bryant
 - Downtown areas
- The following trail amenities are desired:
 - Trailheads/access points/parking (6)
 - Shops/stores/food (3)
 - Rest areas/bathrooms (2)
 - Water fountains (2)
 - Lighting/Solar lighting (2)
 - 911 Call Buttons/emergency phones (2)
 - CCTV Cameras
 - Amenities
 - Picnic area

The following is a listing of comments **concerning issues associated with this project:**

- 45 expressed concern for their personal safety, about unwanted access to their property, or that it is an invasion of privacy. Comments mentioned crime opportunities, drug users, the homeless, trespassers, etc. Some mentioned current issues with crime and fear this will provide greater access.

Main Alignment/Option 8

- Pawnee Drive, Benton (15)
- Turtle Creek Road, Benton (3)
- River Road, Benton (2)
- Pawnee Village, Benton
- Dodson Creek, Benton (3)

Main Alignment (Garland County)

- Highway 88/Spring Street, Lonsdale or Hot Springs (8)
- Tuff Road, Hot Springs
- Lonsdale Cutoff, Lonsdale

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Main Alignment (Saline County)

- General Comment (3)
 - 2 West Sardis Road, Bauxite (2)
 - 2 Megan Lane, Alexander (2)
 - Elliot Road, Benton
 - Madison Trail, Alexander
 - Alexander
 - Bauxite
-
- 15 said it is waste of money or the funding could be put to better use (e.g., roads, infrastructure, emergency response, homeless, foster children, social security)
 - 11 expressed concern with the route coming through property with livestock/farm animals or farm structures
 - 10 expressed concern about shared-use with automobiles or preferred separation from/fencing between any roads
 - 7 said it will decrease their property values or increase their property taxes. Two said it will increase property value
 - 6 expressed concern about 4-wheelers and ATVs on the trail
 - 5 discussed the challenges of maintaining the trail, including costs to do so
 - 5 expressed concern about unleashed dogs or wild animals on the trails
 - 5 expressed general concern with user safety with the trail going through high crime areas/remote areas
 - 4 said the route comes through hunting property or areas where guns are used

The following is a general list of **property owners or residents who oppose the location(s) of the trail:**

Hot Springs

- 6 on Spring Street – opposed to Main Alignment
- 1 on Tuff Road – opposed to Option 3. Prefers Main Alignment

Lonsdale

- 2 on Highway 88 – opposed to Main Alignment/Option 6
- 1 on Spring Street – opposed to Main Alignment/Option 3
- 1 on Lonsdale Cutoff – opposed to Main Alignment
- 1 unknown – opposed to trail through Lonsdale

Benton

- 16 on Pawnee Drive/Pawnee Village – opposed to Main Alignment, Option 8, or both
- 3 on Fairplay Road – opposed to Option 6. Prefer Highway 70
- 3 on Dodson Creek – opposed to Option 8
- 3 on Turtle Creek Road – opposed to Option 8
- 3 unknown property – opposed to Option 8. Prefer Main Alignment
- 2 on River Road – opposed to Main Alignment
- 2 on Elliot Road – opposed to Main Alignment/Option 6
- 1 on Edison Avenue – opposed to Option 9. Prefers Main Alignment

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- 1 on Hickory Thicket – opposed to Main Alignment/Option 6
- 1 on Gregory Road – opposed to Option 6
- 1 on Highway 70 – opposed to Main Alignment
- 1 unknown – opposed to trail

Bauxite

- 3 on Sardis Road/Highway 183 – opposed to Main Alignment
- 1 unknown – opposed to Main Alignment/Option 12

Alexander

- 2 on Megan Lane – opposed to Main Alignment
- 2 on Madison Trail – opposed to Main Alignment
- 1 on Vimy Ridge Road – opposed to Main Alignment
- 1 near Germania – opposed to Main Alignment

Little Rock

- 1 on Jones Street – opposed to Main Alignment. Prefers Option 15
- 1 on Chicot Road – opposed to Main Alignment

Attachments:

- Meeting Flyer
- Sign In Sheets
- Public Comment Form (blank)
- Summary Sheet Handout with Map
- Exhibits (displayed on poster board within each venue)
- PowerPoint Presentation
- Roll Plots (printed 1"=500')

OPEN HOUSE PUBLIC INVOLVEMENT MEETINGS NOTICE

Pulaski, Saline, and Garland Counties, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), will conduct three public involvement meetings to present and discuss **location alternatives for the Southwest Trail (bicycle and pedestrian path) connecting the City of Hot Springs with the City of Little Rock.**

Each meeting will be identical in content



November 13, 2018

4:00 p.m. to 7:00 p.m.

Benton High School Campus
(Professional Develop. Center)
211 North Border Street
Benton, AR



November 14, 2018

4:00 p.m. to 7:00 p.m.

Embassy Suites by Hilton
(Grand Salon)
400 Convention Boulevard
Hot Springs, AR



November 15, 2018

4:00 p.m. to 7:00 p.m.

The Centre At University Park
(Banquet Hall)
6401 West 12th Street
Little Rock AR

Pulaski, Saline, and Garland counties, in coordination with ARDOT, and FHWA, will conduct three public involvement meetings to present and discuss location alternatives for the Southwest Trail connecting the City of Hot Springs with the City of Little Rock.

These will be “open house” meetings 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 contact Jon Hetzel at 501-376-3633, email JDHetzel@GarverUSA.com or mail to 4701 Northshore Drive, North Little Rock, AR 72118. Hearing or speech impaired, please contact the Arkansas Relay System at (Voice/TTY 711). Requests should be made at least four days prior to the public meetings.

For inquiries about agency notices of nondiscrimination, please contact JDHetzel@GarverUSA.com. Free language assistance for Limited English Proficient individuals is available upon request.

PULASKI, SALINE, AND GARLAND COUNTIES PUBLIC COMMENT FORM

PULASKI COUNTY JOB NUMBER 061562 SOUTHWEST TRAIL

Saline County

November 13, 2018

4:00 p.m. to 7:00 p.m.

Benton High School Campus
(Professional Develop. Center)
211 North Border Street
Benton, AR

LOCATIONS:

Garland County

November 14, 2018

4:00 p.m. to 7:00 p.m.

Embassy Suites by Hilton
(Grand Salon)
400 Convention Boulevard
Hot Springs, AR

Pulaski County

November 15, 2018

4:00 p.m. to 7:00 p.m.

The Centre At University Park
(Banquet Hall)
6401 West 12th Street
Little Rock AR

Pulaski, Saline, and Garland Counties, in coordination with the Arkansas Department of Transportation (ARDOT) and Federal Highway Administration (FHWA), are studying location alternatives for the Southwest Trail (bicycle and pedestrian path) connecting the City of Hot Springs with The City of Little Rock. Please provide your comments on this form and leave it with personnel at the meeting or mail it by Friday, November 30, 2018: Garver, Attn: Jon Hetzel, 4701 Northshore Drive, North Little Rock, AR 72118. Alternatively, send the form via e-mail to: JDHetzel@GarverUSA.com.

What do you think is the most appealing aspect of the Southwest Trail?

- ☐ Bicycling
- ☐ Running / walking
- ☐ Trail connections to work or recreational locations
- ☐ Economic impact
- ☐ Other (please specify) _____

Comments: _____

Do you have a concern in regard to the Southwest Trail?

- ☐ Costs (funding; construction; maintenance; other)
- ☐ Safety (trail users; property owners; during construction; other)
- ☐ Private property impacts
- ☐ Impacts to business
- ☐ Other (please specify) _____

Comments: _____

(Continued on Back)

Yes

☐

No

☐

Do you own property potentially impacted by one of the proposed route options?
Please specify the option(s): _____

Yes

☐

No

☐

Do you own property near one of the proposed route options? Please specify
the option(s): _____

Yes

☐

No

☐

Do you have any comments or information relative to any of the proposed route
options? Please specify the option(s): _____

Please make any additional comments here. _____

(Optional) If you would like to be notified of future public meetings related to this study, please list
your contact information below:

Name (*Please Print*): _____

Address: _____ Phone: (____) ____ -- _____

E-mail: _____

Thank you for taking the time to participate in this study.

Tonight's information is available at: http://ardot.gov/public_meetings/2018/061562/061562.aspx

Southwest Trail System (Bicycle and Pedestrian Path) Connecting Hot Springs with Little Rock

Pulaski County Job 061562

Overview

Pulaski, Saline, and Garland Counties, in coordination with the Arkansas Department of Transportation and Federal Highway Administration, are studying location alternatives for the Southwest Trail. The purpose is to provide a connection to Hot Springs National Park, the Old River Bridge on the Saline River, the Little Rock Central High School Historic Site, and the Arkansas River Trail System that allows for pedestrians and bicyclists to safely enjoy outdoor recreation while providing an economic stimulus to the local and regional economies.

A Few Details

- The trail is approximately 60 miles long
- The trail is located in Garland, Saline, and Pulaski counties
- The trail currently has a primary alignment as well as 17 optional segments

Identifying an Alignment

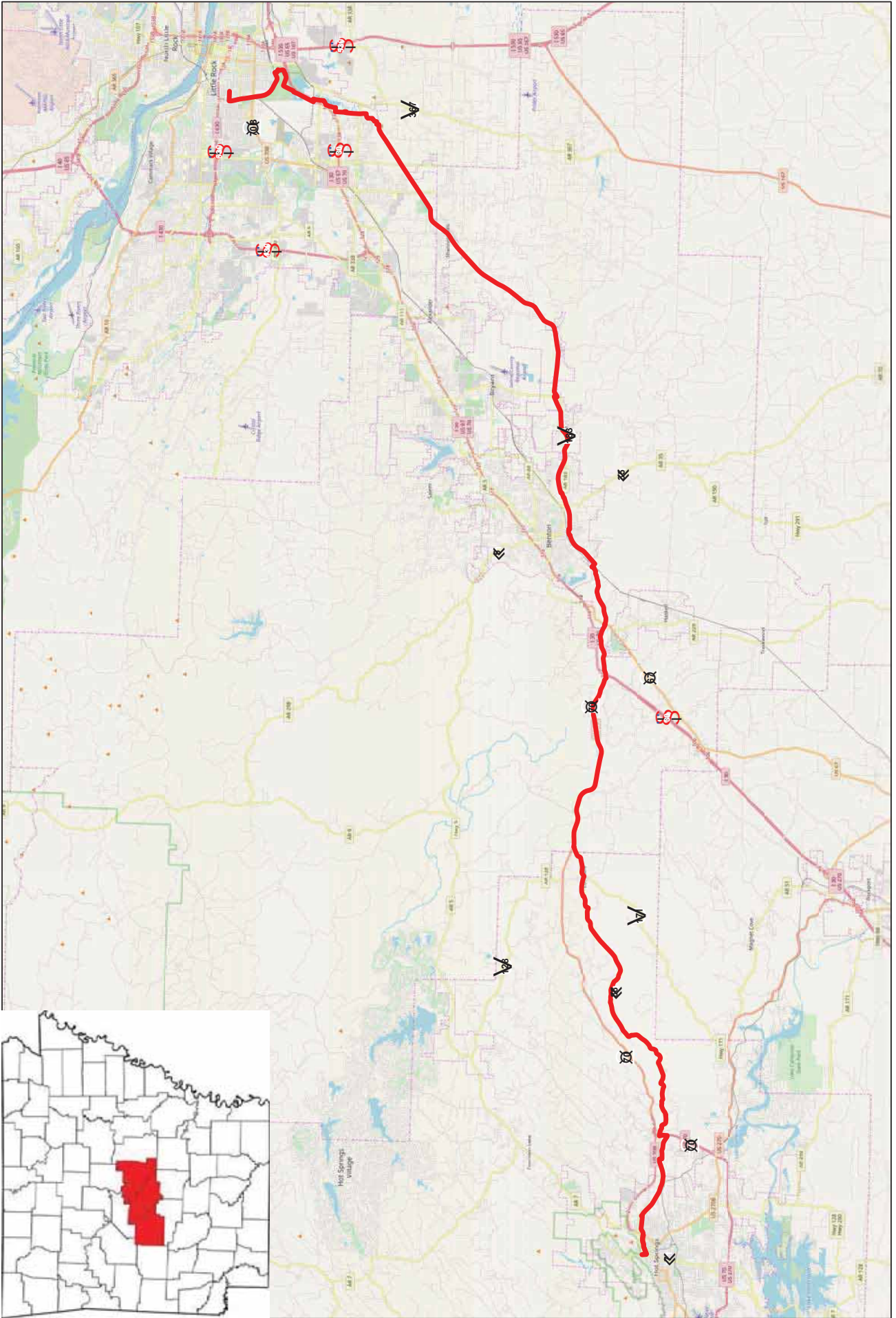
The purpose of the Environmental Assessment (EA) is to identify a preferred trail alignment that minimizes the negative impacts to the natural and social environment while addressing the needs of the project to the greatest extent possible.

Study Timeline

The EA study process began in April 2018 and is projected to be complete in fall 2019. After today's public meeting and 15-day comment period, the trail alternatives will be revised and additional environmental studies and design work will begin. An environmental document will be prepared and another public meeting will be held toward the end of the study before a selected alignment is identified.

We appreciate your involvement in this study. Please review the maps and other materials, ask questions, and provide your thoughts on a comment form.

Tonight's information is available at: http://ardot.gov/public_meetings/2018/061562/061562.aspx



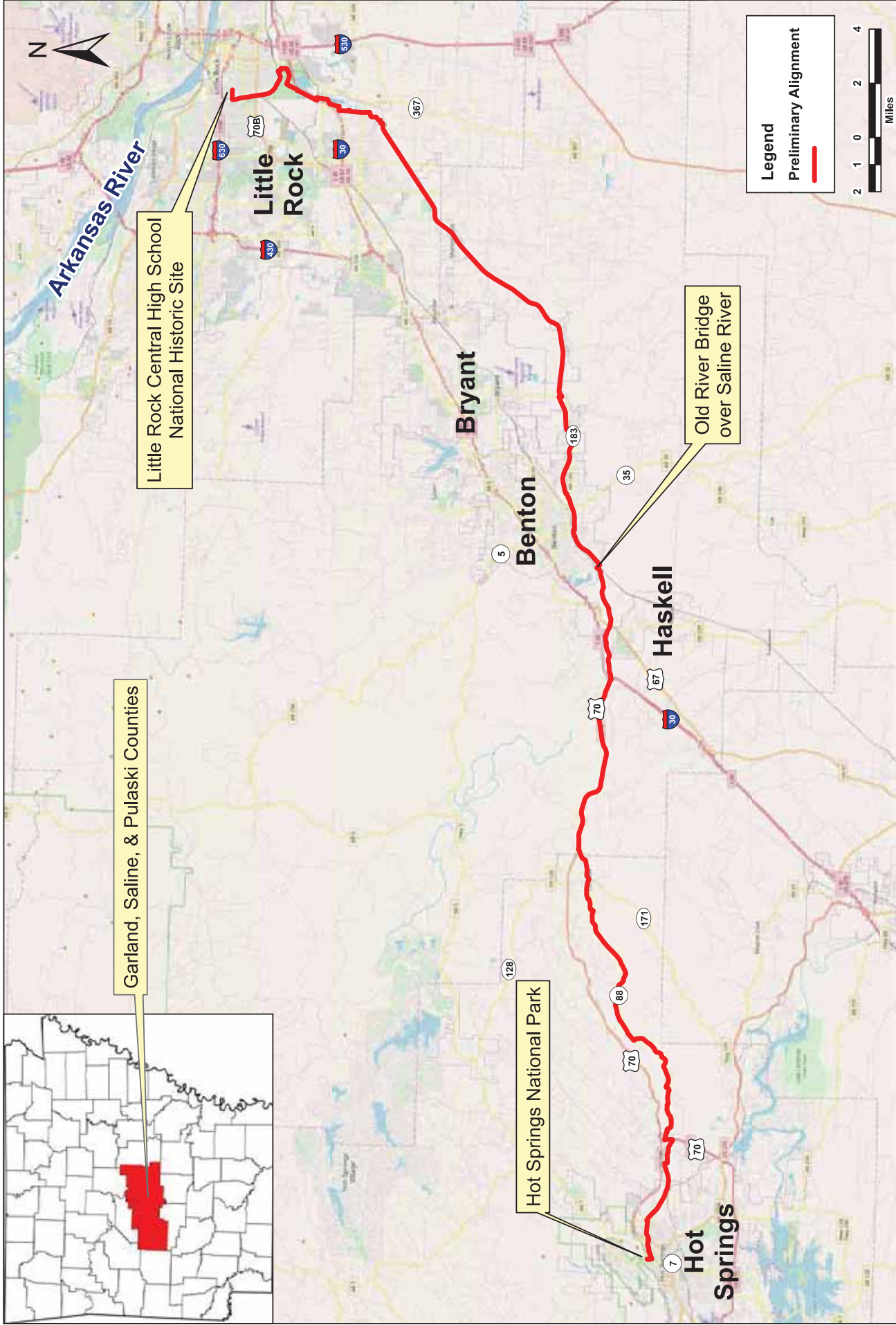


Garland, Saline, & Pulaski Counties

Little Rock Central High School
National Historic Site

Old River Bridge
over Saline River

Hot Springs National Park



Legend

Preliminary Alignment



FIGURE
NUMBER: 1

PRELIMINARY
ALIGNMENT

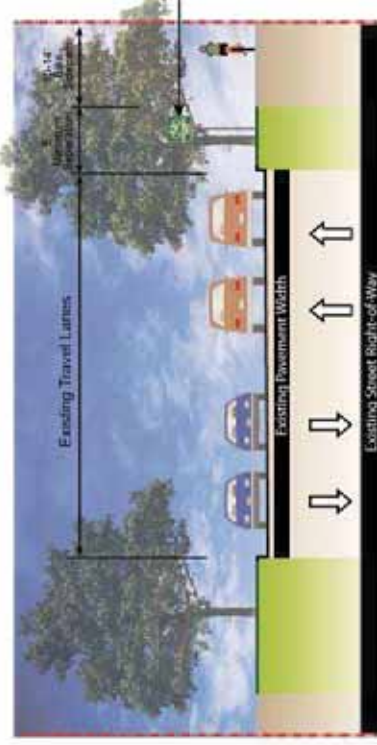
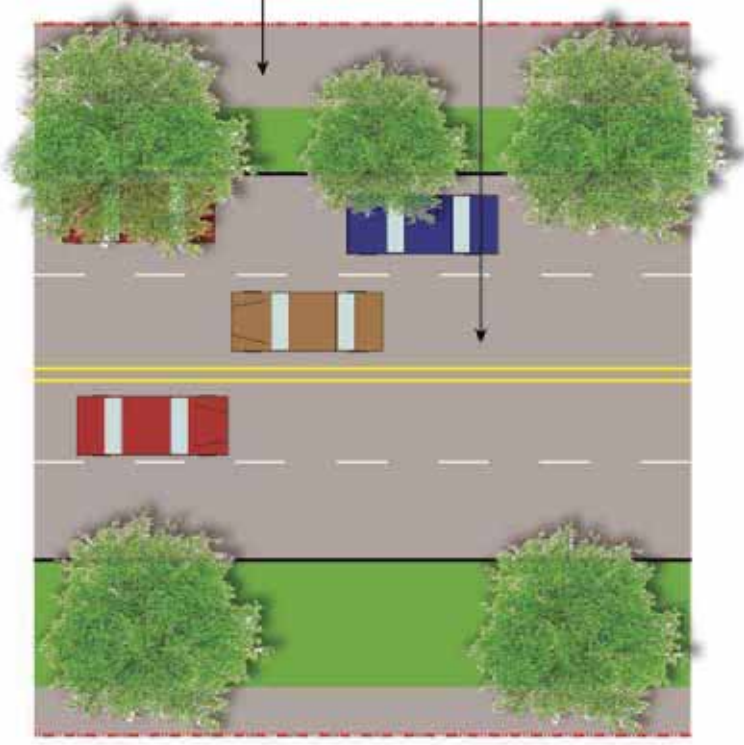
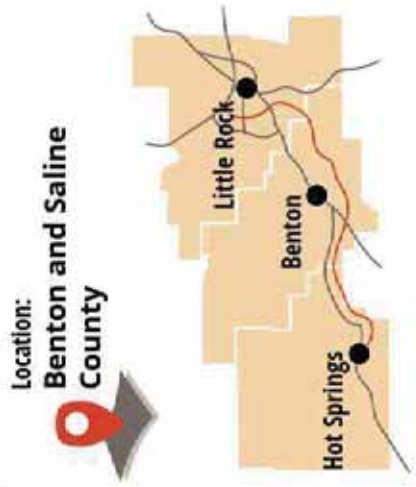
JOB NO.: 17019280
DATE: NOV. 2018

GARLAND, SALINE, AND PULASKI COUNTIES, ARKANSAS
SOUTHWEST TRAIL SYSTEM



4701 Northshore Drive
North Little Rock, AR 72118
(501) 376-3633





Along the route, identification signs or other regulatory signs will indicate the presence of cyclists and the need for turning vehicles to use caution when turning across pathway at driveways and intersections.

Roadway with sidepath

This condition is typically found on arterial roadways and in some residential neighborhoods along the project route.

> Urban or Rural Trail Section

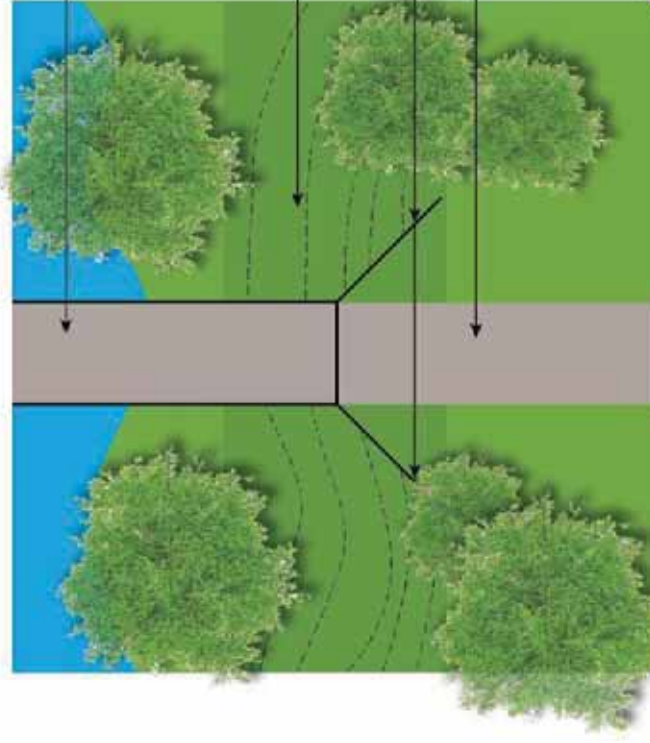
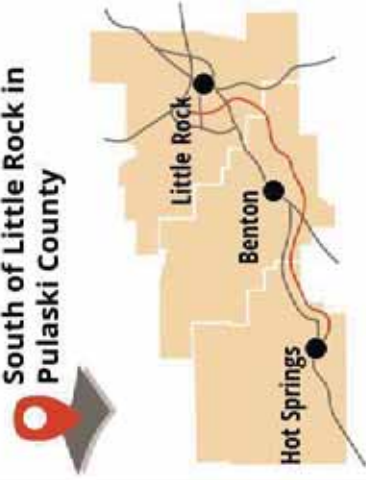
> Within Open Space

> Off-Street

> Shared Use Path

Location:

South of Little Rock in
Pulaski County



Shared use path on boardwalk. Use 42" or 48" tall railings, slope on approaches and distance from boardwalk surface to grade below.

Slope or drop-off to marshy area or other lands prone to flooding or periodic inundation

Boardwalk abutment

10-14' wide shared use path on existing grade

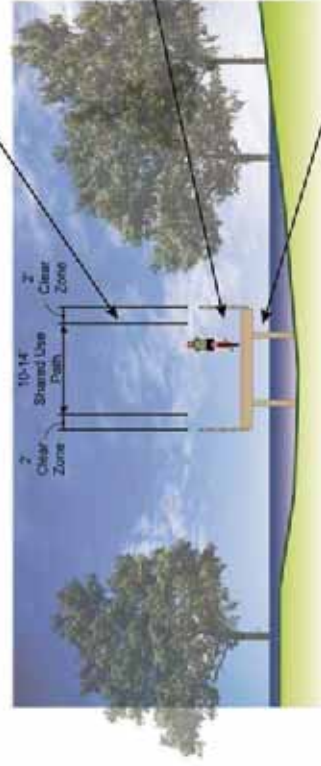
Design considerations for longer boardwalk segments:

- Use a wider pathway, esp. in high traffic segments
- Add intermittent pull-outs and seating for pedestrians and slower moving traffic to allow faster cyclists to pass.

Shared use path on boardwalk. Use 42" or 48" tall railings, dependent on design speed, slope on approaches and distance from boardwalk surface to grade below.

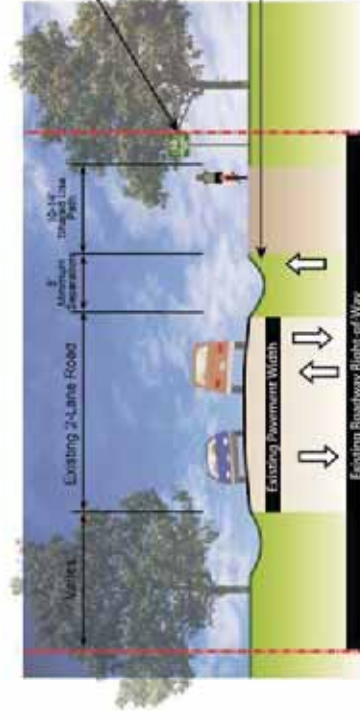
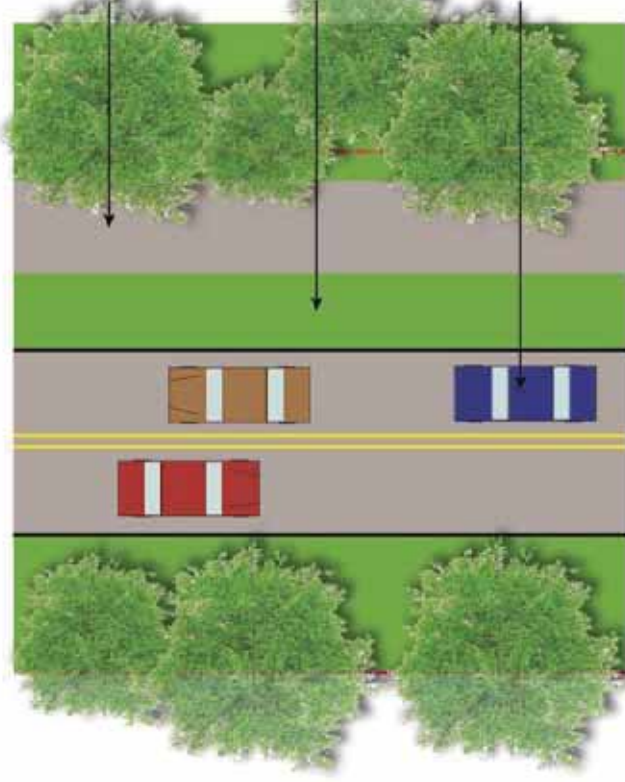
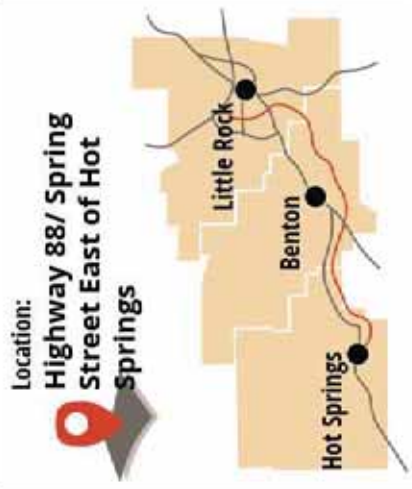
Consider using textured surface for better traction in wet conditions.

Distance of boardwalk surface above existing grade may vary.



Pathway on boardwalk

This condition is typically found in existing parks, open space, or segments passing through areas prone to flooding or periodic inundation.



Shared-use path along rural, 2-lane roadway

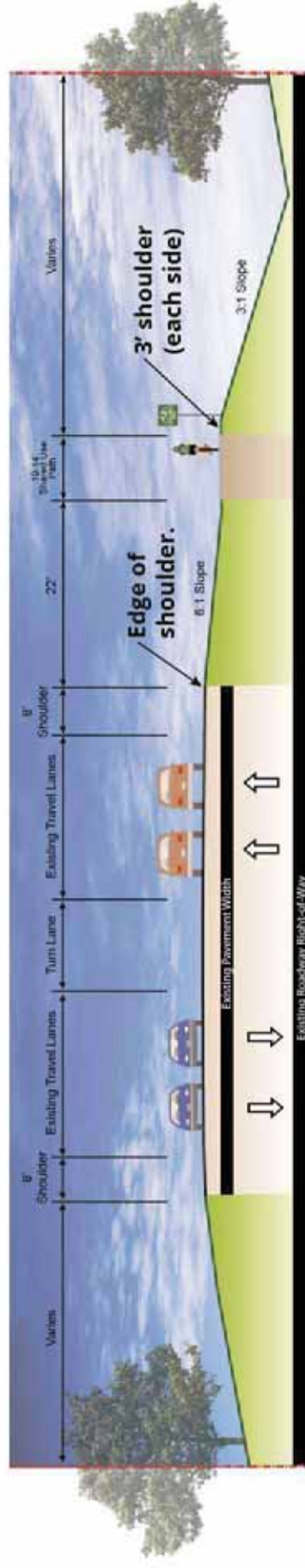
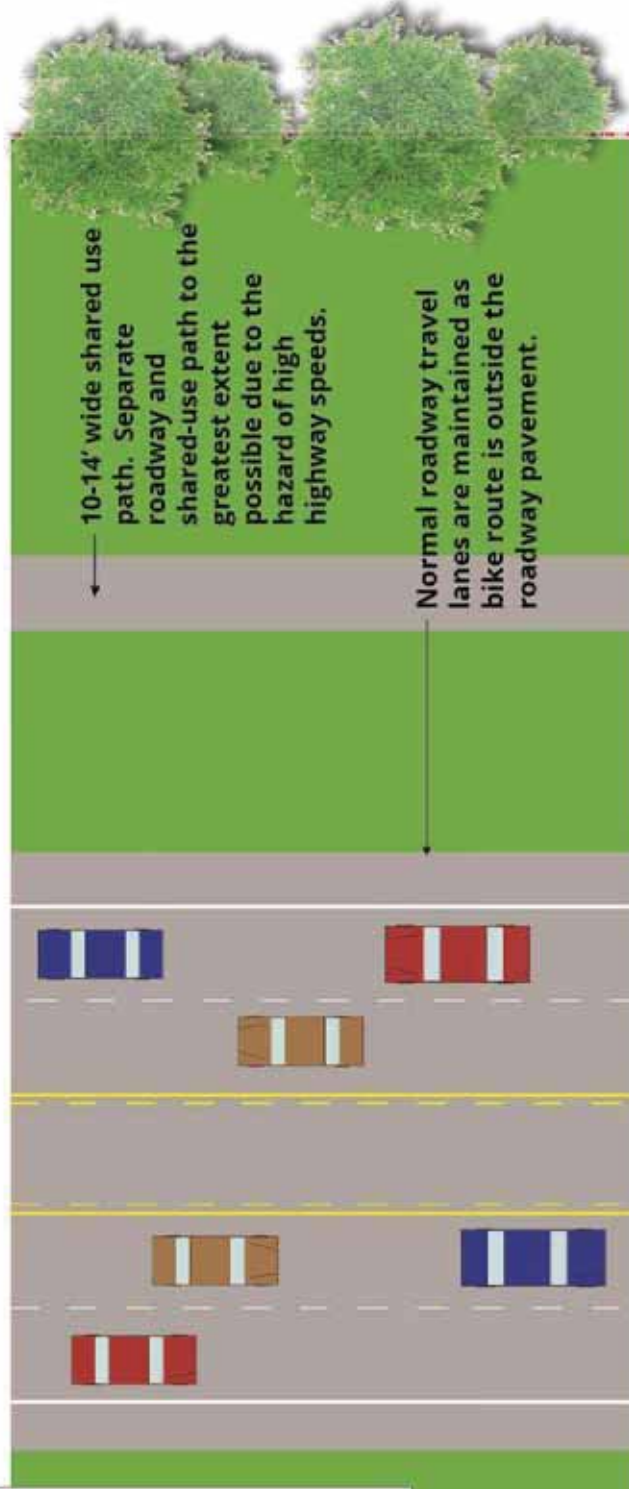
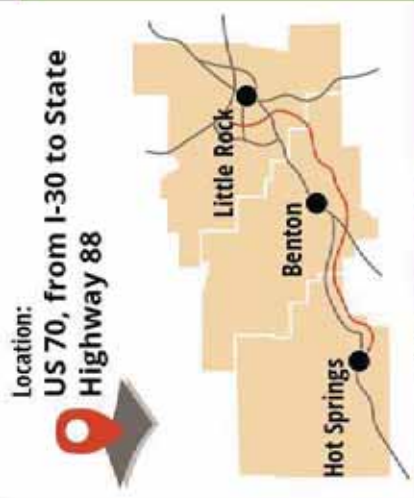
This condition is typically found in rural trail segments, where the pathway may be located in existing right-of-way and adjacent to an existing road.

> Rural Trail Section

> Within right-of-way

> Off-Street

> Shared Use Path



Shared-use path along rural, 4-lane highway

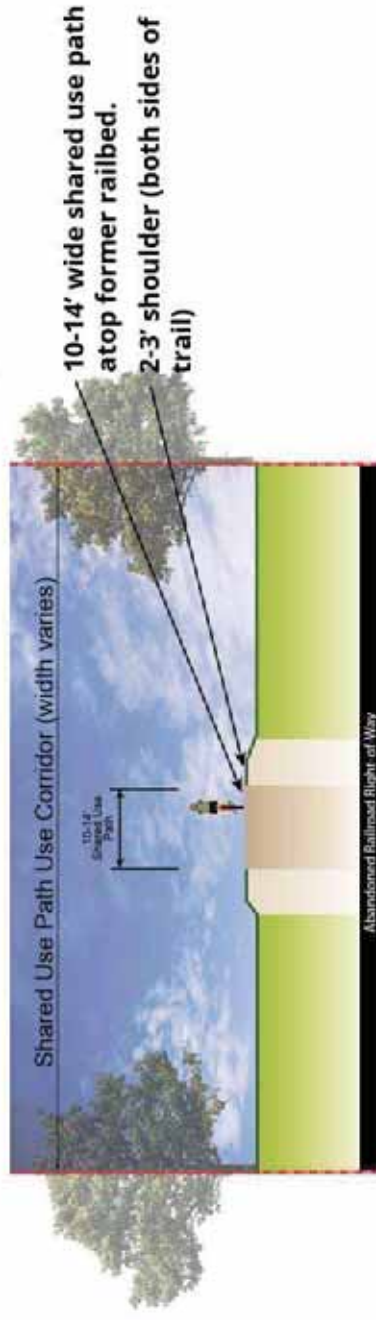
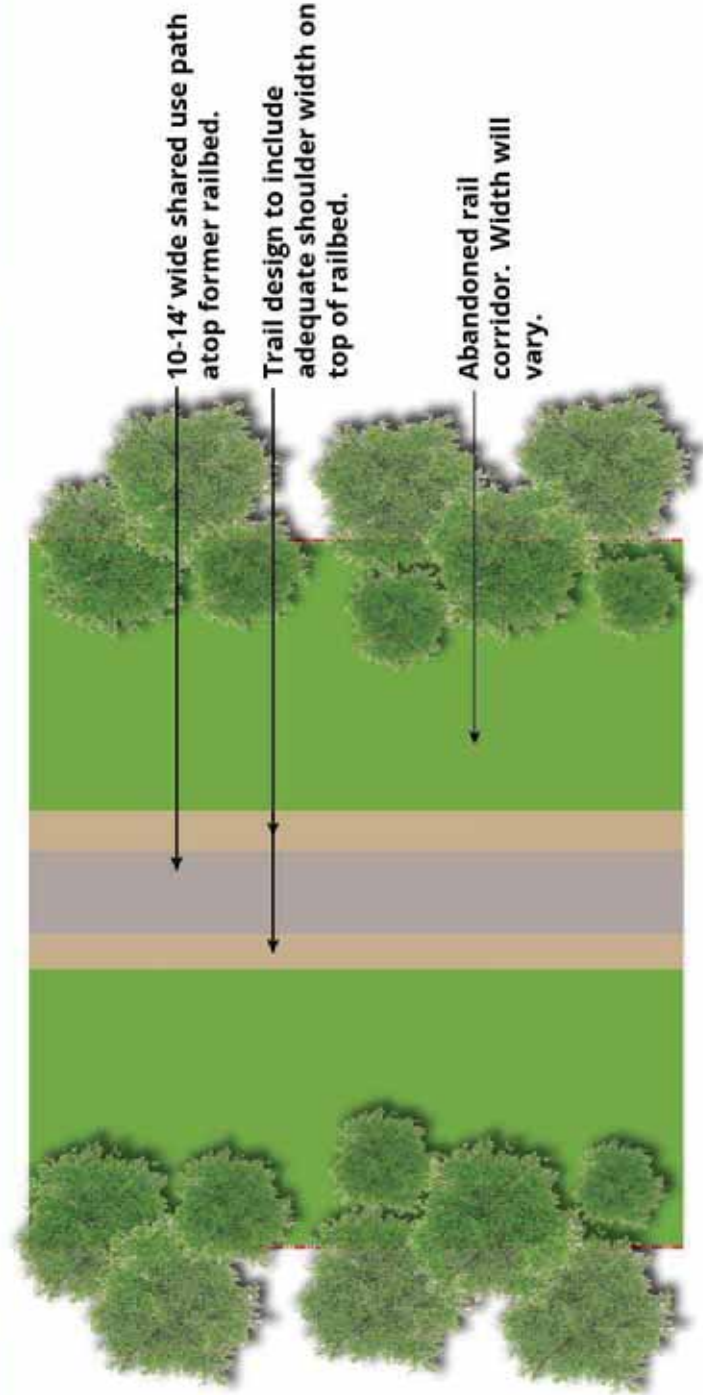
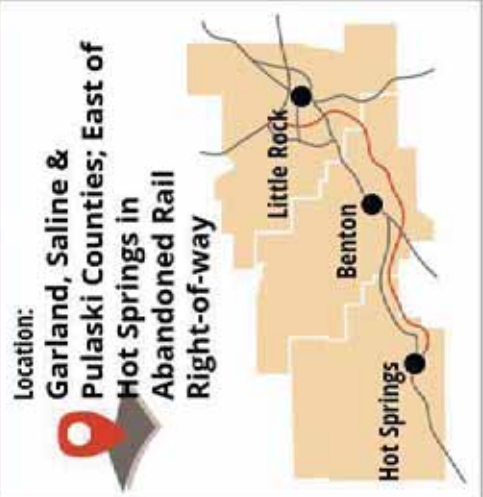
This condition is found along Highway 70 between I-30 and Highway 88, where the future trail location was accommodated in the design of the roadway expansion project.

> Urban or Rural Trail Section

> Within Former Rail ROW

> Off-Street

> Shared Use Path



Shared use path within abandoned railroad right-of-way

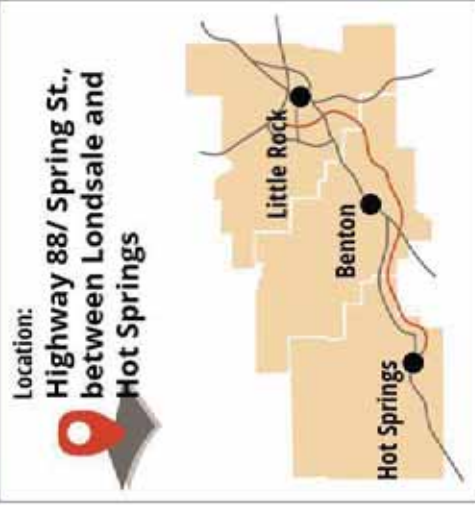
This possible condition is found within abandoned rail corridors in Pulaski County.

> Rural Trail Section

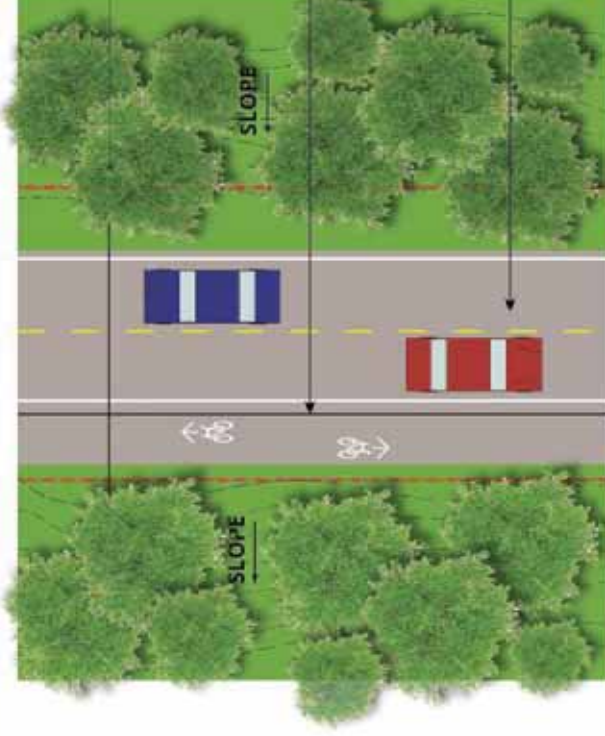
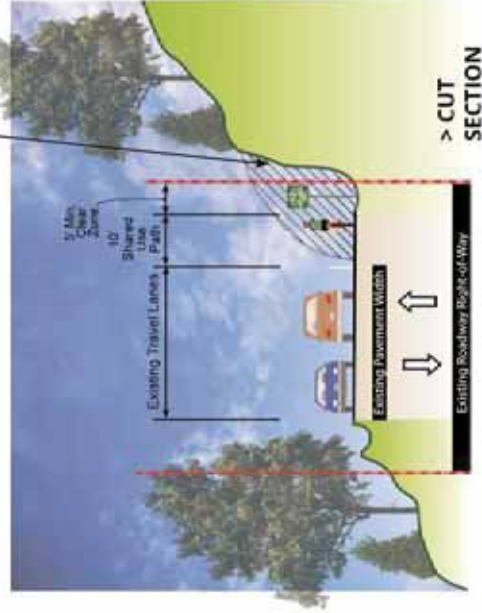
> Within right-of-way

> On-Street

> Shared Use Path



Area of cut to extend path. Could include a backslope graded to match existing slope, or a retaining wall at the right-of-way line.



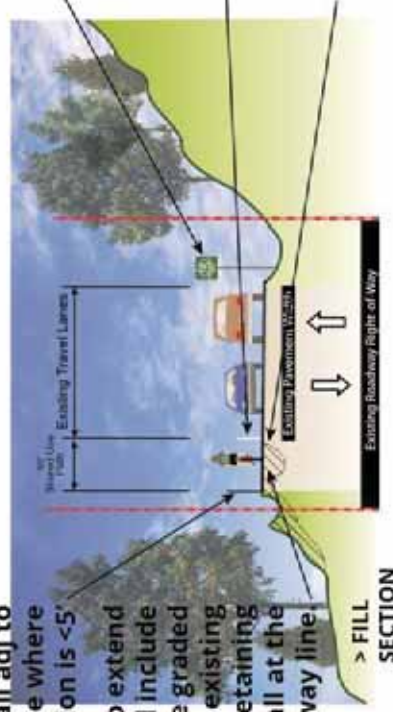
Slopes above and below the road may require modification if roadway is widened to include a pathway section.

Tube delineators to maintain separation between roadway and path users.

Normal roadway travel lanes are maintained as bike route is along roadway pavement edge.

42" safety rail adj to slope where separation is <5'

Area of fill to extend path. Could include a backslope graded to match existing slope, or a retaining wall at the right-of-way line.



Along the route, identification signs or other regulatory signs will indicate the trail route, route destinations, and other pertinent information.

Tube delineators to maintain separation between roadway and path users.

Narrow widening of roadway to accommodate shared use path.

Shared-use path along rural, 2-lane highway

This condition is found along a rural trail segment along Highway 88 (Spring Street), between Lonsdale and Hot Springs, where steep adjacent slopes will require modification in order to allow for trail construction along the existing roadway.

WELCOME

Public Meeting for the Southwest Trail
Pulaski, Saline and Garland Counties
November 13, 14, 15, 2018





OPEN HOUSE FORMAT

- The following presentation gives a brief summary of the project and how to participate in this meeting.
- This is an “open house” format, so please review the maps and other materials at your own pace. You may stay and ask questions and review the materials as long as you need between 4 and 7 p.m.
- The maps on the tables show the preliminary alignments for the Southwest Trail. They are organized by county, so you can easily locate any areas of interest.
- Our staff are all wearing name tags. Please Ask Questions.
- Please give us feedback by filling out a comment form.



WHY DO WE NEED THIS PROJECT?



The PURPOSE of the Southwest Trail:

To provide a multi-use path connecting the Hot Springs National Park, the Old Saline River Bridge, the Little Rock Central High School Historic Site, and the Arkansas River Trail System.

The project-specific NEEDS include:

- ✓ Improved Connectivity
- ✓ Alternative Transportation Facility
- ✓ Recreation Opportunities
- ✓ Stimulate Economic Opportunities





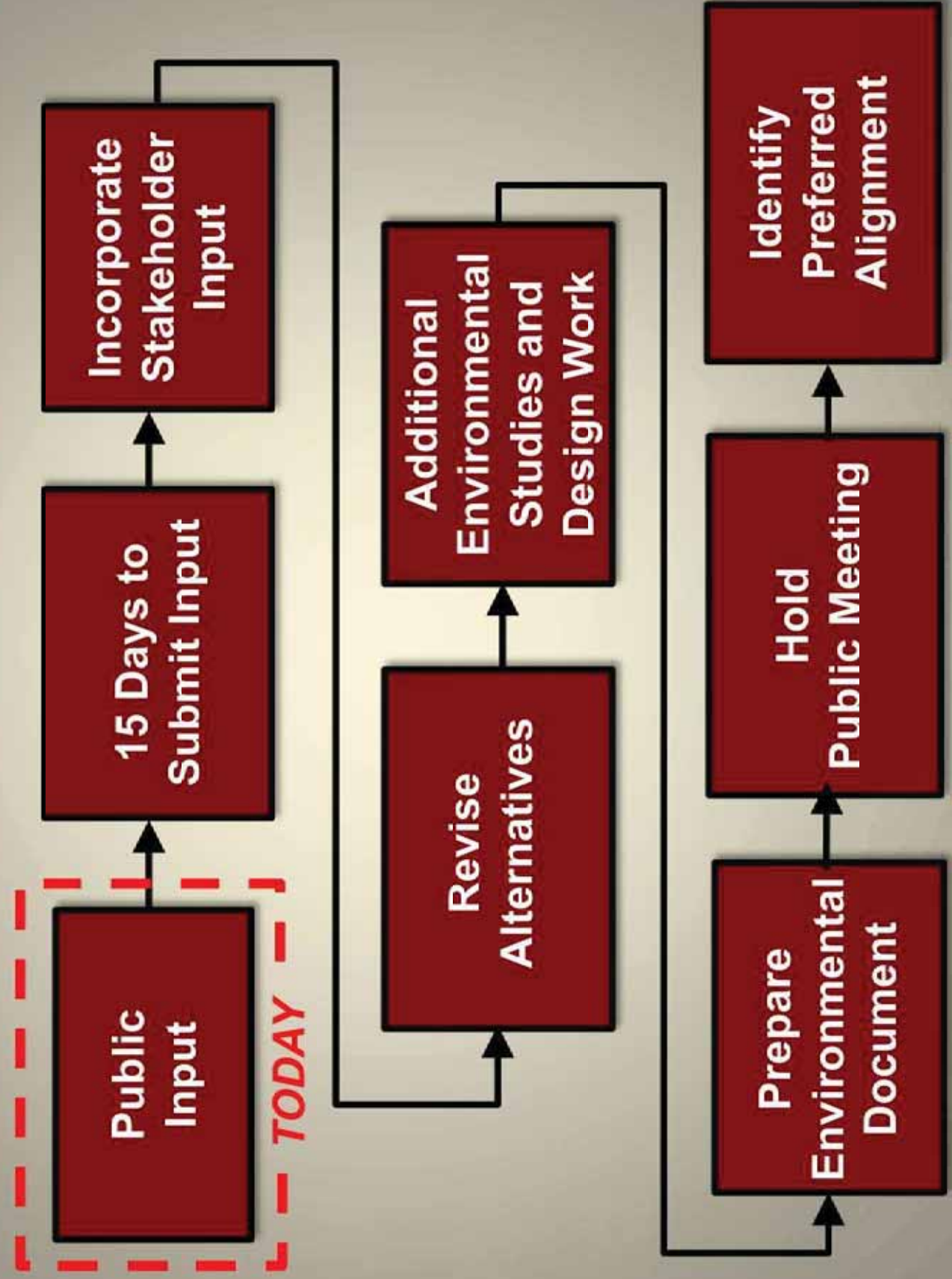
WHAT IS THE STUDY PROCESS?

- We are here tonight because this project has federal funding, which requires a review process called an Environmental Assessment, or EA for short.
- The purpose of the EA is to identify a Preferred Alignment that minimizes the negative impacts to the natural and social environment while addressing the needs of the project to the greatest extent possible.
- The EA study process began in April of 2018 and is estimated to be complete in November 2019.
- Participation by the public, agencies, and local, state and federal officials is key to the success of this EA.





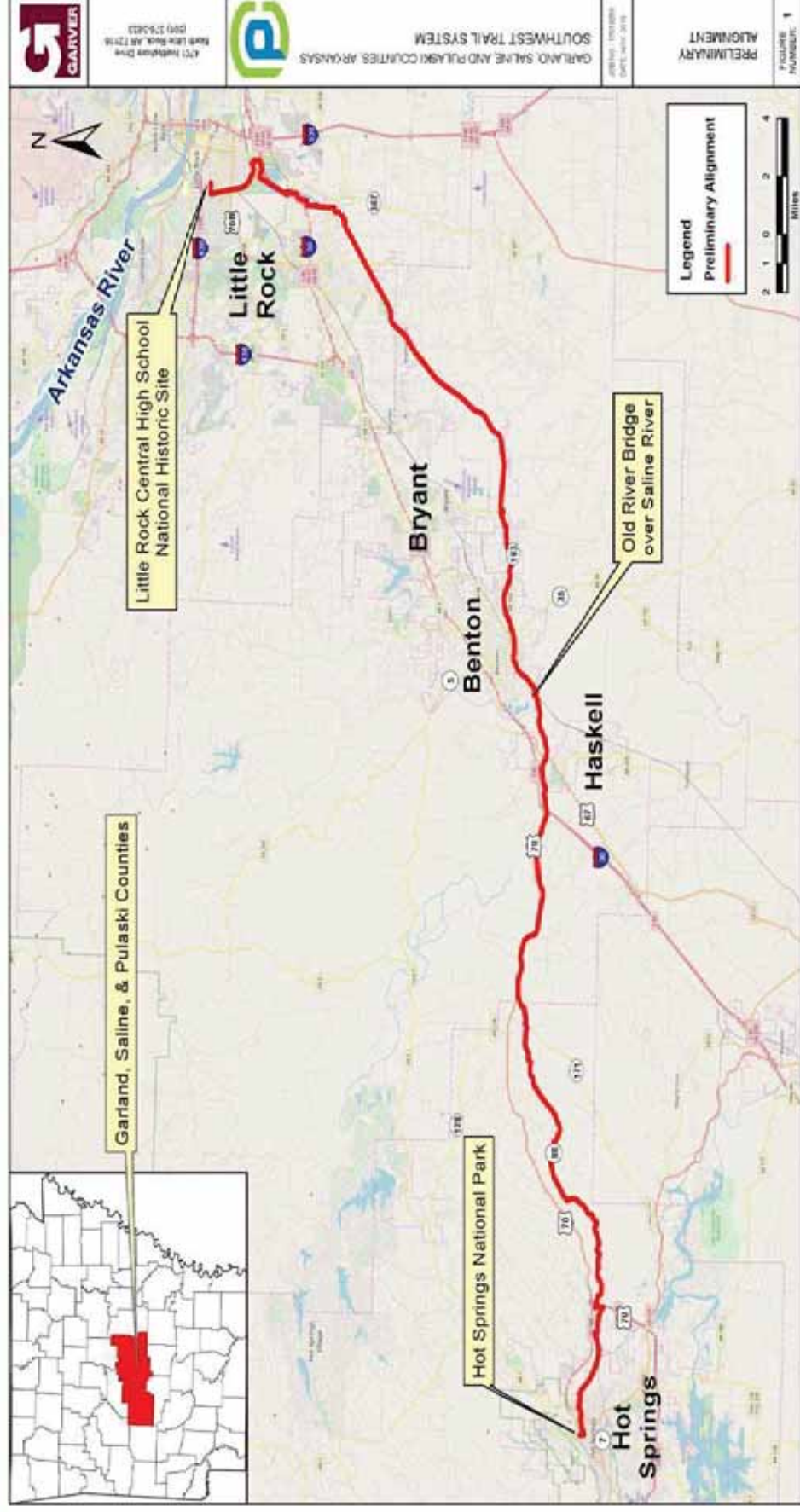
WHAT HAPPENS NEXT?





WHERE IS THE PROJECT LOCATED?

The Southwest Trail will be approximately 60 miles long and pass through Garland, Saline, and Pulaski Counties utilizing both urban and rural routes.





WHAT ARE WE REVIEWING?

Preliminary alignments have been developed with consideration for various environmental and design concerns. These alignments are shown on the big rollout maps. There is single primary alignment as well as 17 different optional alignment segments.

If you want to see greater detail for a specific area than is shown on the large rollout map, ask one of our staff to help you look at more detailed mapping files on one of the laptops.





WHAT IS CONSIDERED DURING DESIGN?

Some of the many considerations in the project development are:

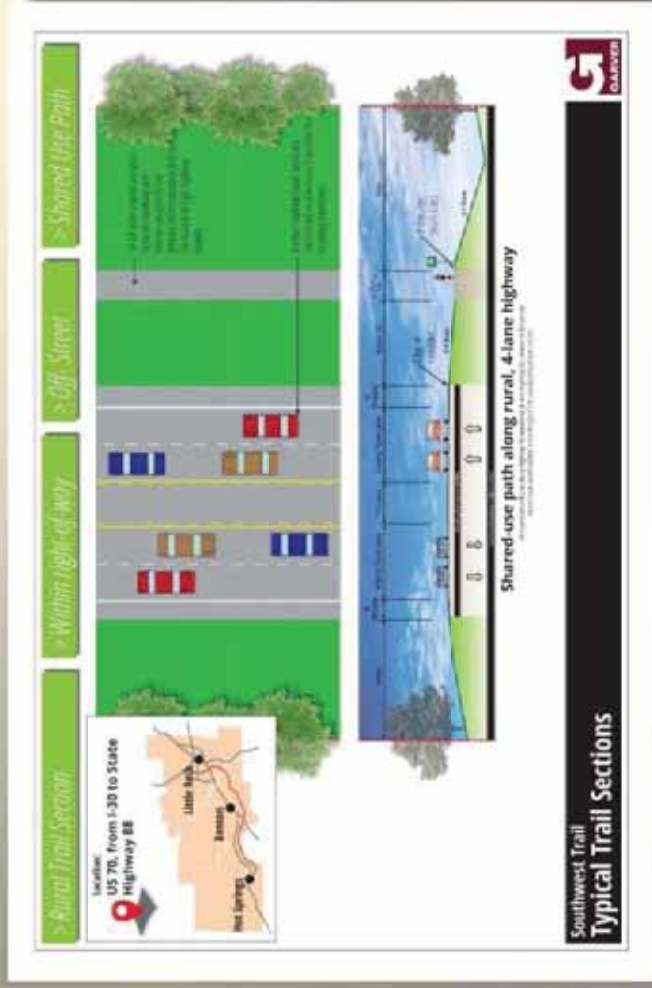
- Road Crossings
- Bridges and Culverts
- Railroad Crossings
- Safety
- Residential Impacts
- Business Impacts
- Economic Impacts
- Indirect Impacts
- Environmental Justice
- Wetlands
- Floodplains
- Endangered Species
- Access and User Safety
- Community Connections
- Topography (Trail Grade)
- Hazardous Materials Sites
- Right of Way and Construction Costs





WHAT WILL THE PATH LOOK LIKE?

TYPICAL SECTIONS: Examples of various path construction options are presented on display boards. The Trail will use a variety of Shared Use Paths along existing roadways as well as New Location sections, taking advantage of the areas of natural beauty.





OUR COMMITMENT

To provide an outstanding Southwest Trail alignment that maximizes the functionality and aesthetics for the users while minimizing the negative impacts to private property and the natural environment. We want to team with you to develop a project that improves the quality of life for Arkansans, both locally and regionally.



THANK YOU!

**Please Submit Your Comments by:
Friday, November 30, 2018**

**Leave Your Comment Form Here Tonight or
Mail the Comment Form Back to:**

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

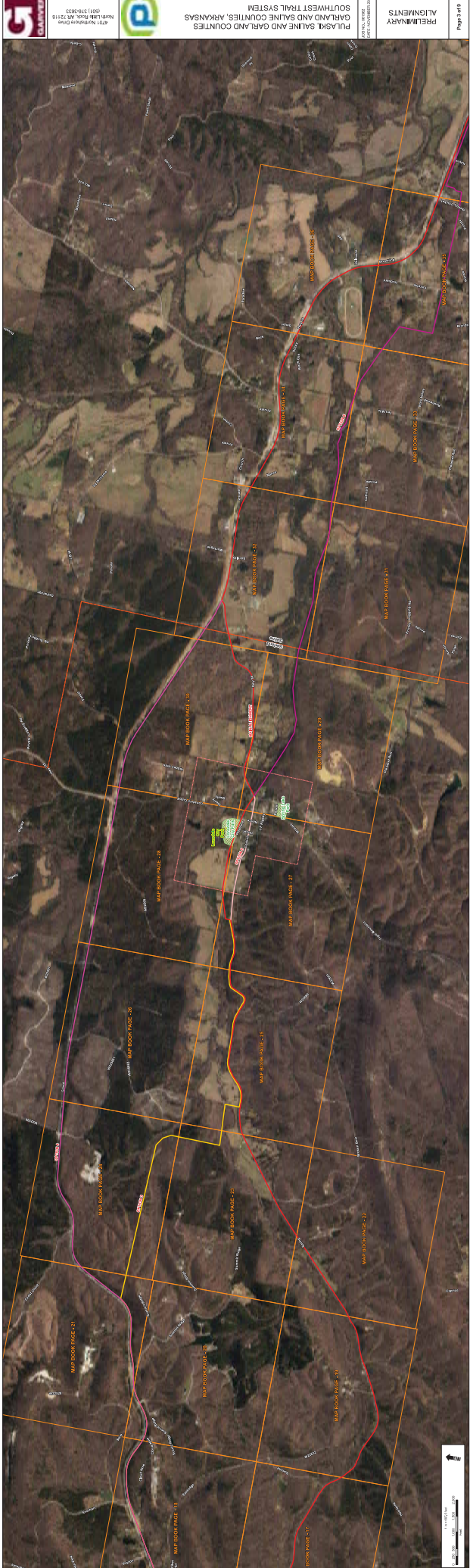
Email Your Comments to: JDHetzel@GarverUSA.com

Information is available at:

http://ardot.gov/public_meetings/2018/061562/061562.aspx









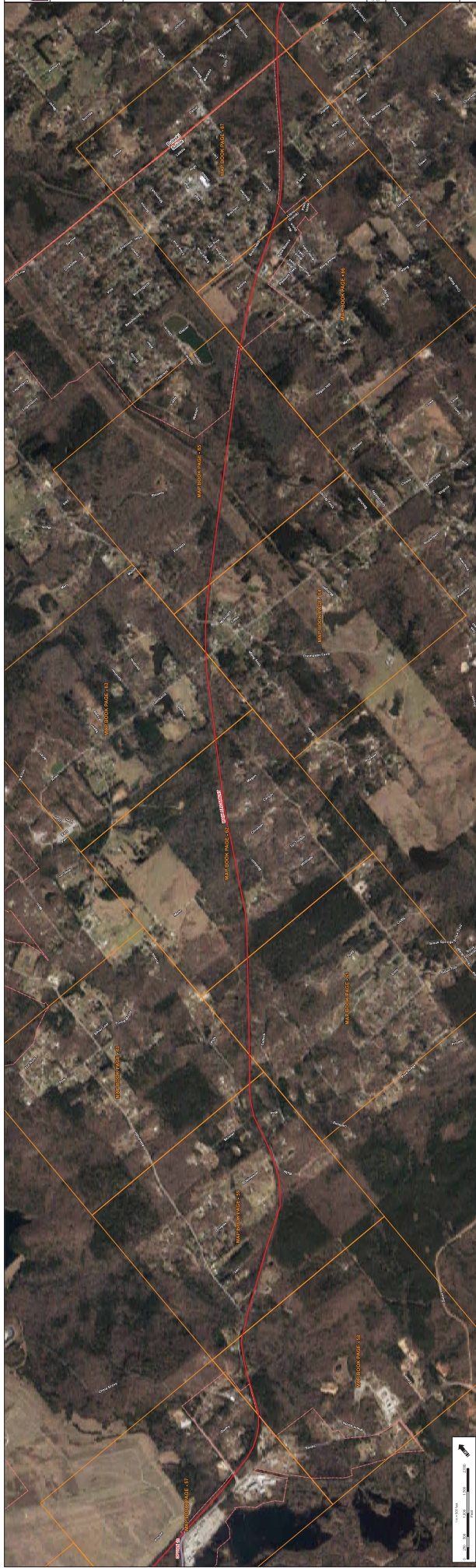
PRELIMINARY ALIGNMENTS

NOVEMBER 2002

PULASKI, SALINE AND GARLAND COUNTIES
SALINE COUNTY, ARKANSAS
SOUTHWEST TRAIL SYSTEM

33









Appendix A-3

List of Stakeholder Meetings

Stakeholder Meetings Held for SWT since August 2018

Date	Organization	Location
6/27/2018	Pulaski County	Local Officials Meeting; 501 West Markham Street, Little Rock, AR
7/11/2018	Saline County	Local Officials Meeting; 102 S. Main St B, Benton, AR
7/11/2018	Garland County	Local Officials Meeting; 134 Convention Blvd. Hot Springs, AR
9/6/2018	City of Hot Springs	Hot Springs Parks Department, 111 Opera, Hot Springs, AR 71902
9/6/2018	Alcoa	Desktop Share from Wallace Smith
10/17/2018	Mayor of Lonsdale	Desktop Share from Daniel Lamberger
11/8/2018	Union Pacific	Southwest Trail Pulaski Walk Through
11/13/2018	Saline County	Public Involvement, Benton High School, 211 North Border St. Benton, AR
11/14/2018	Garland County	Public Involvement, Embassy Suites, 400 Convention Blvd., Hot Springs, AR
11/14/2018	Pulaski County	Public Involvement, The Centre at University Park, 641 W 12th St. Little Rock, AR
11/27/2018	National Park Service	Garver, LIT Academy Room
11/27/2018	City of Little Rock Pedestrian	Garver, LIT Academy Room
11/27/2018	County Judges	Garver, LIT Academy Room
12/13/2018	Saline County	Judge Arey, Saline County Courthouse, 200 N Main, Room 112, Benton, AR
12/13/2018	Benton Parks/ Rec.	Benton Parks and Rec., River Centre, 1800 Citizens Drive, Benton, AR
1/15/2018	City of Benton	Mayor, Parks & Rec., River Center, 1800 Citizens Drive, Benton, AR
1/17/2018	USACE Little Rock District	USACE, Little Rock District, 700 W. Capitol Ave. Federal Building 6th Floor, 72203
1/22/2019	Shannon Hills	City of Shannon Hills, 10401 High Road East, Mabelvale, AR 72103

Appendix A-4

Option Screening Following Public Meeting

Descriptions & Screening of Initial Build Alternatives that were Presented to the Public

After considering various social and environmental impacts (i.e., constraints mapping described in Section 2.4), this process resulted in one Main Alignment with 17 alternative options. Alignment options were provided for several reasons such as providing a more aesthetic route, or one with fewer environmental or social impacts or one with lower construction costs. The Main Alignment extended the entire length of the project while the alternative options (numbered 1-17) were shorter alternative alignment segments. Each of the 17 original options as well as the Main Alignment are shown and briefly described below, along with a short explanation of why they were added, modified, and/or removed from further consideration. Due to the extensive length of the project, not all options are shown at the same scale. However, detailed views of the entire project's extents are provided in **Appendix B-1**.

Main Alignment

The Main Alignment, shown in **Figure** and in red on pages 1-59 of **Appendix B-1**, that was originally presented to the public was 58.8 miles in length and extended from the western terminus in HSNP to the Little Rock CHSNHS. Modifications to the Main Alignment, which are detailed further below, were made following the public meetings.

Figure 1: Main Alignment



Option 1

Option 1, shown in **Figure 2** and in purple on page 1 of **Appendix B-1**, is 0.24 mile in length and extends from the eastern terminus in HSNP, south along Central Avenue until it connects back to the Main Alignment near Bridge Street. This option was eliminated, as the City of Hot Springs does not favor this alignment along Central Avenue. Additionally, Option 1 would encounter more historic properties and more vehicle and pedestrian conflicts than would the Main Alignment along Post Office Court.

Figure 2:

Option 1 in Downtown Hot Springs



Option 2 - Spring Street

Option 2, shown in **Figure 3** and in yellow on pages 4-5 of **Appendix B-1**, is 0.86 mile in length and extends from Persimmon Street in Hot Springs, east along Spring Street until it connects back to the Main Alignment just west of Highway 70. This option was created and will be carried forward in the EA because it has less ROW concerns than the Main Alignment, which is on new alignment through this same location. However, Judge Mahoney indicated that Option 2, which would be an on-street facility in front of Cutter Morning Star School, is not ideal as Spring Street is narrow and congested at drop-off/ pick-up.

Figure 3: Option 2 through East Hot Springs

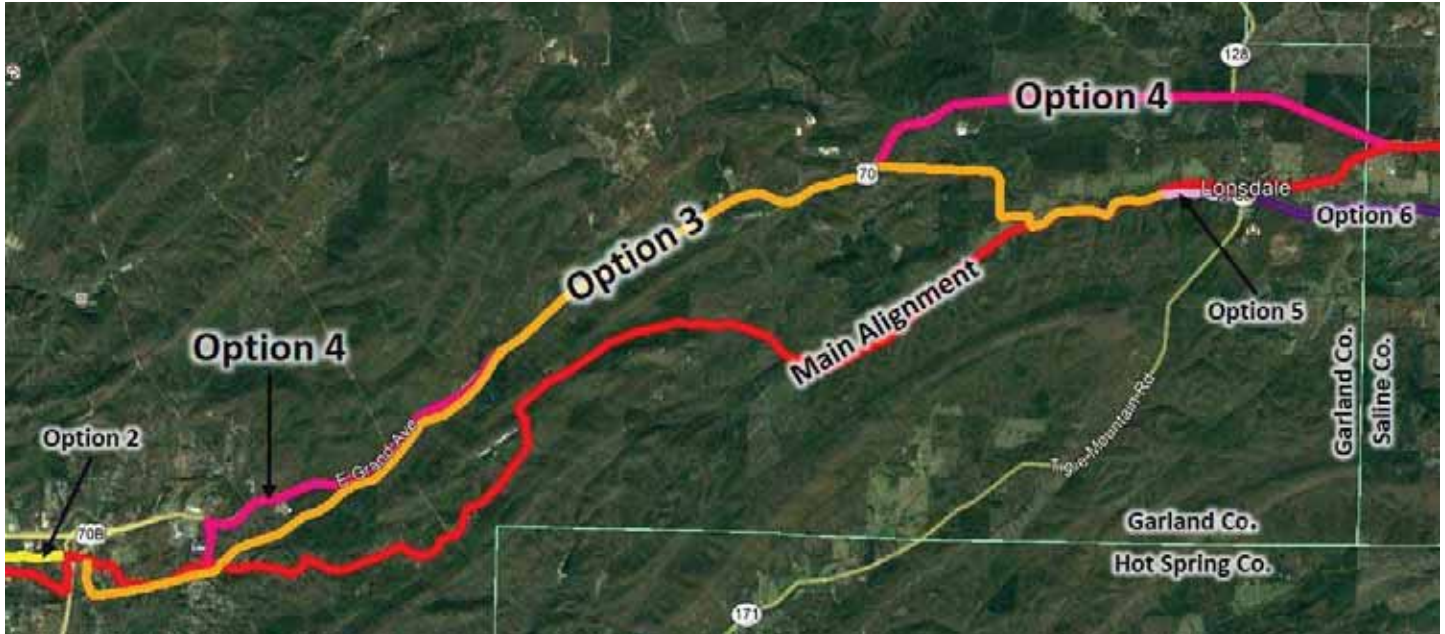


Options 3 and 4

Option 3, shown in **Figure 4** and in gold on pages 5-8, 15-16, and 60-66 of **Appendix B-1**, is 10.65 miles in length and extends from directly east of Hwy 70, northeast along Tuff Road and new alignment until it connects with Option 4 near Hwy 70. After paralleling Option 4 for approximately 3.5 miles along Hwy 70, Option 3 diverges southward and connects back to the Main Alignment just west of Lonsdale. Option 3 is presented because it was the original ALTA route that encompassed the railroad and utility corridor throughout Garland County. However, public comments reflected strong negative feedback against Option 3 regarding land ownership issues. Thus, Option 3 is not viable and was eliminated from further consideration.

Option 4, shown in **Figure 4** and in pink on pages 6-7, 18, and 60-69 of **Appendix B-1**, is 11.18 miles in length and extends from Bartee Trail, northeast along Hwy 70 (as on on-street facility) until it connects back to the Main Alignment east of Lonsdale. Option 4 was developed for the City of Hot Springs to mimic the Main Alignment in Saline County that is along Hwy 70. However, Option 4 was eliminated due to cost, lack of aesthetics, it being a non-desirable riding environment, and because of design problems with Hwy 70 (i.e., no current accommodation of trail within exiting Hwy ROW).

Figure 4: Options 3 and 4 through East Garland County



Option 5

Option 5, shown in **Figure 5** and in pink on pages 16-17 of **Appendix B-1**, is 0.74 mile in length and extends through Lonsdale along Spring Street (State Highway 88) until it connects back to the Main Alignment east of Pleasant Run Road. This option is presented because it was the original ALTA route and avoids some land ownership issues west of Lonsdale. However, Option 5 was removed from further consideration as the Main Alignment through this same area is preferred by the Mayor of Lonsdale, allows for more room for bikers, is safer (i.e., is an off-road facility), and connects to Lonsdale City Park.

Figure 5: Option 5 through the City of Lonsdale in East Garland County



Option 6

Option 6, shown in **Figure 6** and in purple on pages 17-24 and 70 of **Appendix B-1**, is 7.34 miles in length and extends from Pleasant Run Road in Lonsdale, east along new alignment. Option 6 then parallels Hwy 70 and the Main Alignment but remains on new alignment until it connects back to the Main Alignment approximately 0.75 mile west of the I-30/Hwy 70 interchange. This option is presented because it was the original ALTA route along the railroad. However, Option 6 was eliminated due to considerable negative public comments related to land ownership issues.

Figure 6: Option 6 on New Alignment in East Garland and West Saline Counties



Option 7 - Pawnee Drive

Option 7, shown in **Figure 7** and in pink on pages 24-25 of **Appendix B-1**, is 0.86 mile in length and extends along Crossroads and Pawnee Drive approximately 0.75 mile west of the Hwy 70/I-30 interchange. Option 7 was created to combat grading and ROW issues present along the Main Alignment through the Hwy 70/I-30 interchange. Although Option 7 would be an on-street facility and require ROW from residents, it will be carried forward in the EA as it presents an alternative alignment through an area where the Main Alignment may not be feasible.

Figure 7: Option 7 in Saline County



Option 8

Option 8, shown in **Figure 8** and in purple on pages 25-27, 29, and 71 of **Appendix B-1**, is 4.54 miles in length and extends from directly east of the Hwy 70/I-30 interchange on new alignment until it connects back to the Main Alignment just west/south of the Saline River. This option is presented because it was the original ALTA route that followed the railroad and utility corridor. Option 8 was unsupported by landowners as the route would require land acquisition for trail ROW. Thus, Option 8 was eliminated from further consideration as the Main Alignment along River Road through this same area has existing ROW to accommodate the trail.

Figure 8: Option 8 on New Alignment West of the City of Benton



Options 9 and 10

Option 9, shown in **Figure 9** and in dark purple on pages 29-33 and 72 of **Appendix B-1**, is 3.77 miles in length and extends from just east/north of the Saline River along portions of Airplane Drive, E. Hazel Street, 2nd Street Overpass, Edison Avenue, and segments of new alignment. Option 9 terminates once it connects back to the Main Alignment approximately 0.5 mile east of the Edison Avenue/Benton Parkway intersection.

Option 10, shown in **Figure 9** and in light purple on pages 31 and 72 of **Appendix B-1**, is 0.37 mile in length and extends from the intersection of E. Hazel Street and S. East Street along S. East Street and Edison Avenue until it connects back to the Main Alignment at the intersection of Edison Avenue and 2nd Street Overpass.

Option 9 was created to bring the SWT closer into Benton at the request of local officials and Option 10 was created to avoid grade issues of Option 9 at the 2nd Street Overpass. Following the public meetings both Options 9 and 10 were removed from further consideration in the EA. However, through extensive coordination with the local officials, components of each route were incorporated into the modified Main Alignment, which is described later in this EA document.

Figure 9: Options 9 and 10 through the City of Benton



Option 11

Option 11, shown in **Figure 10** and in blue on pages 36-37 of **Appendix B-1**, is 0.66 mile in length and extends from Pine Haven Road along Hwy 183 (Bauxite Hwy) until it connects back to the Main Alignment at W. Sardis Road. The Main Alignment through this area is the original ALTA route. This option was created to avoid landowner issues with Alcoa. After additional coordination with Alcoa, it was determined the Main Alignment through this area was not feasible and Option 11 was selected as the only viable route through the area. The Main Alignment was modified to include the Option 11 route.

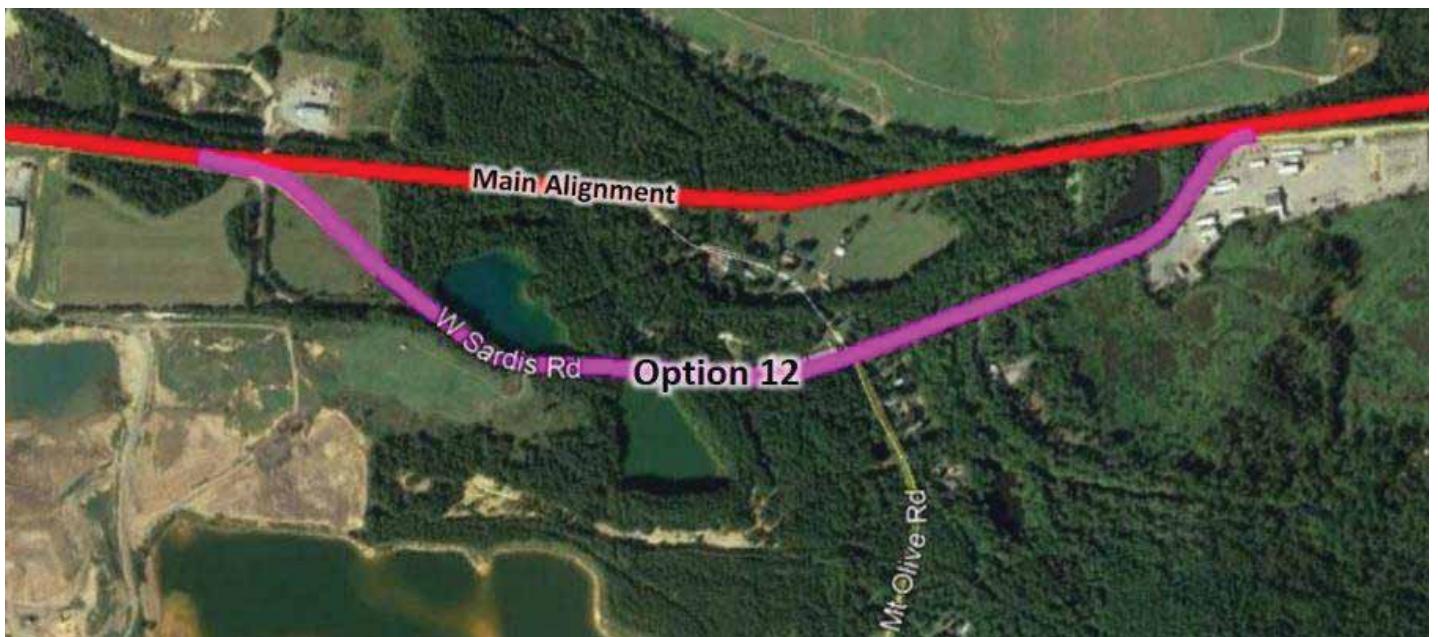
Figure 10: Option 11 through Bauxite



Option 12 - W. Sardis Road

Option 12, shown in **Figure 11** and in pink on pages 38-39 of **Appendix B-1**, is 1.25 miles in length and begins approximately 1.13 miles east of the intersection of S. Reynolds Road and W. Sardis Road and extends along W. Sardis Road until it connects back to the Main Alignment. The Main Alignment through this area is the original ALTA route along the railroad; Option 12 was created to avoid landowner conflicts. Although Option 12 would be an on-street facility and currently has landowner conflicts, it will be carried forward in the EA as it presents a viable alternative if former railroad ROW is unavailable.

Figure 11: Option 12 through East Bauxite



Options 13 and 14

Option 13, shown in **Figure 12** and in light blue on pages 52-53 of **Appendix B-1**, is 1.36 miles in length and begins at the intersection of 65th Street and Aerie Street, extends along 65th Street, Murray Street, and W. 60th Street, then connects back to the Main Alignment.

Option 14, shown in **Figure 12** and in dark blue on pages 52-53 of **Appendix B-1**, is 0.44 mile in length and begins at the intersection of 65th Street and Aerie Street, extends along 65th Street then north on new alignment until it connects back to the Main Alignment.

Option 13 was added when it appeared that the rail line in this area was active and a trail crossing would be required at an existing, controlled rail crossing on Murray Street. Site inspection revealed the rail is in disrepair and not used. Option 14 was added in case there were safety conflicts crossings I-30 and the railroad at the Main Alignment. However, both Options 13 and 14 were eliminated from further consideration as they are not necessary and present more safety issues (placing trail on streets with heavy truck traffic) than the Main Alignment through this same area.

Figure 12: Options 13 and 14 through Little Rock



Option 15

Option 15, shown in **Figure 13** and in blue on page 57 of **Appendix B-1**, is 0.19 mile in length and extends from just south of Wright Avenue along Jones Street and 18th Street until it connects back to the Main Alignment. This on-street option was created as an alternative that would avoid the relocation of a commercial building along the Main Alignment and if railroad ROW was not available through the area. Further coordination with Union Pacific Railroad (UPRR) confirmed that the Main Alignment through this area is not feasible. Thus, Option 15 was selected as the only viable route through this area and the Main Alignment was modified to include Option 15.

Figure 13: Option 15 in Little Rock

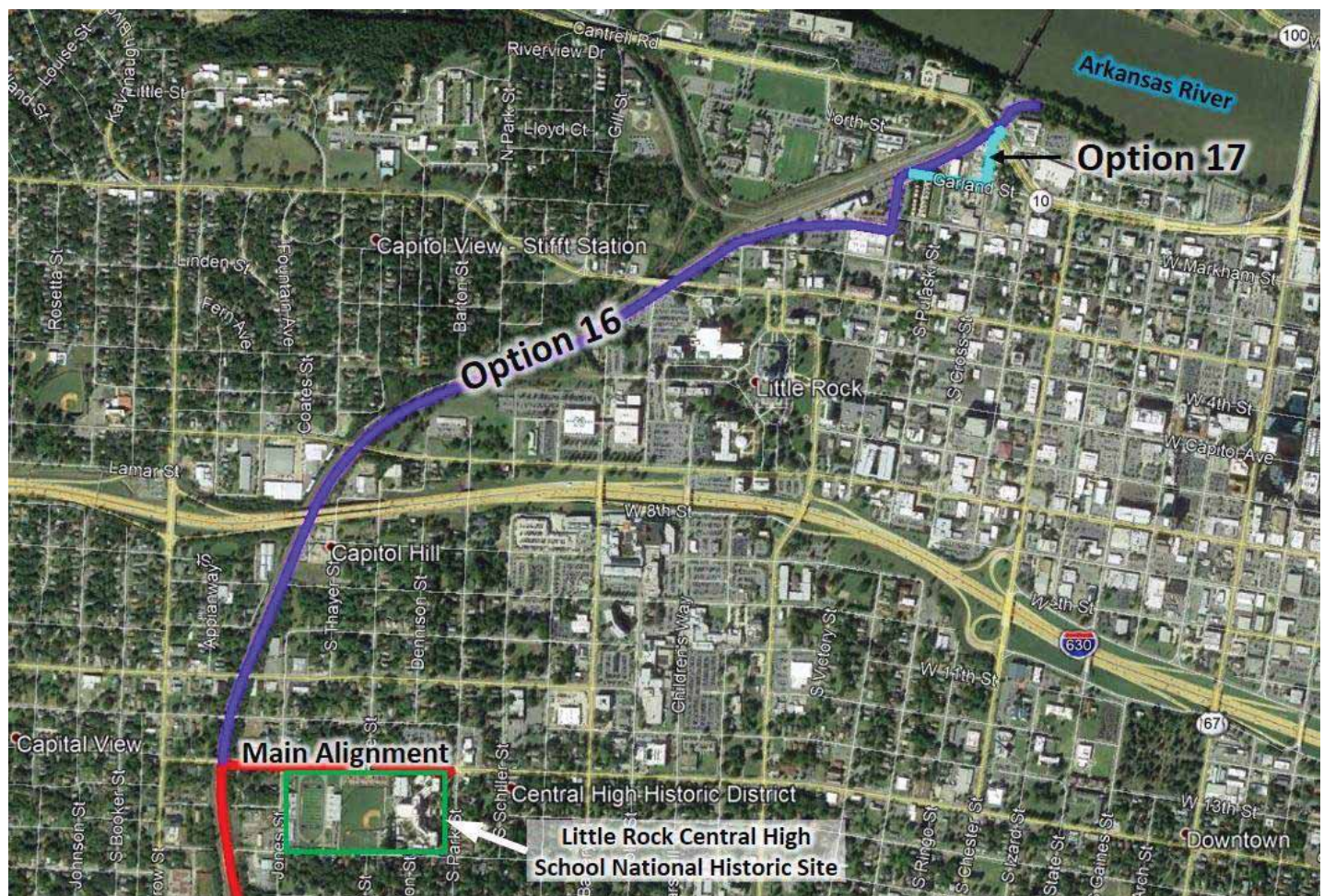


Options 16 and 17

Option 16, shown in **Figure 14** and in dark blue on pages 57-59 of **Appendix B-1**, is 1.86 miles in length and begins at W. Daisy L. Gatson Bates Drive and extends north on new alignment (paralleling the UPRR) until it connects with the ART approximately 130 feet from the Arkansas River. Option 16 is presented as it is the original ALTA route. Following the public meetings and after extensive coordination with the local officials, portions of Option 16 were incorporated into the modified Main Alignment, which is described later in this EA document.

Option 17, shown in **Figure 14** and in light blue on page 59 of **Appendix B-1**, is 0.22 mile in length and begins near the intersection of Vertical Lofts Drive and Garland Street and extends east along Garland Street and north on Cross Street until it connects back to Option 16. Option 17 was presented in case rail ROW was not available north of Union Station. Option 17 was eliminated from further consideration as it appears not necessary and presents more safety issues (placing trail on streets and requiring crossing of Hwy 10) than compared to Option 16 through this area.

Figure 14: Options 16 and 17 in Downtown Little Rock



Following the public involvement meetings, several additional alignment options were developed to address public and/or local officials' comments or to address issues that arose on the alignment studies as the level of detail progressed. The Main Alignment was modified to follow those additional alignment options that were selected, as well as to incorporate Options 11 and 15 and portions of Option 16.