

SUMMARY FINDINGS FROM HIGHWAY 5 PUBLIC INVOLVEMENT MEETINGS 2010 & 2012

PUBLIC COMMENTS - 2010

An initial public involvement meeting was held on December 14, 2010 at First Pentecostal Church, on Highway 5, in Bryant to gather the public's perception of need for improvements in the corridor. Ninety-nine people were in attendance. Twenty-seven comment forms were received, and one set of comments was submitted by e-mail. Comments are found in **Appendix A**.

Eighty-eight percent of the respondents were regular users of Highway 5 for their commute and/or daily activities, with half traveling the highway daily. When asked if they experienced stop and go traffic on Highway 5 all but one replied yes. Respondents stated that there is heavy congestion in the vicinity of Colledgeville Elementary, Alexander Road, Highway 183, Springhill Road, Salem Road and Alcoa Road. The highway segments between Salem Road and Alcoa Road and between Springhill Road and Highway 183 were also mentioned. Eighty-nine percent of the respondents replied that they feel there is a need to widen Highway 5 through the study area and 85 percent replied that they thought the project would have beneficial impacts to their property and/or the community.

PUBLIC COMMENTS - 2012

A public involvement was held on December 4, 2012 in the First Pentecostal Church on Highway 5 in Bryant to gather the public's opinion of the two proposed alternative typical sections. Ninety-three people in attendance. Fifty-nine comment forms were received and one comment letter was received from the Mayor of Bryant. Comments are found in **Appendix B**.

Participants were asked of their median type preference. The flush median was preferred by more respondents on all highway sections. The highest level of support for the raised median was on the section west of Springhill Road. Those that preferred the flush median cited convenient access to all driveways, less cost, less right of way, and safety. Those who preferred the raised median also cited safety as the primary benefit of the design.

Following the Public Involvement meeting, the City of Bryant responded with a letter (See **Appendix C**) containing specific requests for the highway segment between Highway 183 and Springhill Road if Alternative 2 is preferred. The requests were for ten-foot travel lanes, as opposed to eleven-foot travel lanes, a five-foot buffer, as opposed to a three-foot buffer between the bike lane and sidewalk, and strategically placed medians or pedestrian crossing islands to enhance crosswalk safety, especially near Collegeville Elementary. It was further requested that the medians be at least five feet wide to allow for some landscaping to be maintained by the City and local businesses. The City also commented that the highway segment between Highway 183 and Springhill Road has the greatest current need and should be widened first.

APPENDIX A - *Citizen Comment Summary, December 14, 2010*

CITIZEN COMMENT SUMMARY

1. How many days in a typical week do you use Highway 5 between the Highway 5 crossover bridge at Interstate 30 and the Pulaski County line?

0 0 1 0 2 2 3 2 4 1 5 3 6 3 7 14 Uncertain 1

2. Do you use Highway 5 between the Highway 5 crossover bridge at Interstate 30 and the Pulaski County line for your daily commute or other daily activities?

Yes 21 No 3

If so, please check where you enter and exit Highway 5 in the morning and evening.

<u>Enter Hwy 5</u>	<u>Exit Hwy 5</u>	<u>Location</u>
AM <u>6</u> PM <u>1</u>	AM <u>1</u> PM <u>5</u>	West of Alcoa Rd.
AM <u>2</u> PM <u>2</u>	AM <u>2</u> PM <u>2</u>	Alcoa Rd.
AM <u>4</u> PM <u>2</u>	AM <u>1</u> PM <u>3</u>	Between Alcoa Rd. & Springhill Rd.
AM <u>3</u> PM <u>3</u>	AM <u>4</u> PM <u>3</u>	Springhill Rd.
AM <u>3</u> PM <u>3</u>	AM <u>3</u> PM <u>3</u>	Between Springhill Rd. & Prickett Rd./Andrew Dr.
AM <u>1</u> PM <u>0</u>	AM <u>0</u> PM <u>0</u>	Prickett Rd./Andrew Dr.
AM <u>1</u> PM <u>1</u>	AM <u>1</u> PM <u>2</u>	Between Prickett Rd./Andrew Dr. & Hwy. 183 (Reynolds Rd.)
AM <u>4</u> PM <u>2</u>	AM <u>3</u> PM <u>4</u>	Highway 183 (Reynolds Rd.)
AM <u>1</u> PM <u>0</u>	AM <u>0</u> PM <u>1</u>	Between Hwy. 183 (Reynolds Rd.) & Hilldale Rd.
AM <u>1</u> PM <u>0</u>	AM <u>0</u> PM <u>1</u>	Hilldale Rd.
AM <u>3</u> PM <u>2</u>	AM <u>2</u> PM <u>3</u>	Between Hilldale Rd. & Alexander Rd.
AM <u>2</u> PM <u>2</u>	AM <u>2</u> PM <u>1</u>	Alexander Rd.
AM <u>1</u> PM <u>2</u>	AM <u>2</u> PM <u>1</u>	East of Alexander Rd.

3. What times of the day do you typically travel on the Highway 5 corridor?

Before 6:00 AM	<u>2</u>	Noon to 3:30 PM	<u>7</u>
6:00 to 8:30 AM	<u>19</u>	3:30 to 6:30PM	<u>21</u>
8:30 AM to Noon	<u>9</u>	After 6:30 PM	<u>6</u>

4. Do you experience stop and go traffic when traveling on the Highway 5? If so, please describe when and where.

Yes 26 No 1

Collegeville Elementary

- In front of Collegeville before and after school. School bus stops after school.
- Anywhere between Springhill and Reynolds Rd
- Collegeville Elem
- Between Reynolds and Springhill, because of Collegeville Elem
- 8am and 3:30pm at Andrew Dr

Alexander Road (County Line)

- County Line (Alexander Rd)
- 4pm-6:30pm; stopping at County Line on Hwy 5
- Otter Creek area, Alexander turn off
- Rush hour traffic at County Line Rd intersection. There needs to be a traffic light.
- County line-left turn-people coming from LR
- County line and Hwy 5
- Hwy 5 and County Line Road needs a traffic light.

Hwy 183 (Reynolds Road)

- Hwy 5 and Reynolds
- Reynolds and Hwy 5
- I always run into heavy stop and go traffic at Hwy 5 and 183.

Hilldale Road

- Hwy 5 and Hilldale Rd needs a traffic light.

Springhill Road

- Before Springhill Rd
- Bottlenecks tend to build up at the Springhill intersection.
- When I ride my bicycle to work or on errands, I experience no delays. In my car, Hwy 5 and Springhill sucks
- Especially after work; after 5 pm on Hwy 5 awaiting my turn onto Springhill Rd. Often stops backed up to Henson.

Salem Road

- Salem Rd and Highway 5 (worst)

Alcoa Road

- Alcoa and Hwy 5

Between Highway 183 (Reynolds Road) and Springhill

- Between Walgreens and Springhill Rd
- Several times between Springhill Rd and Reynolds Rd
- 30% of the time, 4-6pm when the sun blinds drivers going west on Hwy 5 to Springhill Rd, about 3 min delay
- 3919 Hwy 5 North, Monday thru Friday, AM and PM

Between Salem Road and Alcoa Road

- Between Salem rd and Alcoa Rd

Other

- If traffic is heavy (not always) I do not use Hwy 5 in the afternoon due to congestion
- At Hurricane Creek Trailer Park
- I-30 and Bryant, 7:30am and 8:30pm

- I can't get to my driveway at rush hour. People are nice and let us out. I schedule appointments around rush hour times, if possible.
- Infrequently
- At stop lights and making left turn lanes into business driveways. Most times of the day especially during peak hours

5. Do you feel there is a need to widen Highway 5 from the Highway 5 crossover bridge at Interstate 30 extending eastward toward the Pulaski County line? Comment (optional)

Yes 24 No 3

- But not to 5 lanes all the way. Bike lanes or shoulders are required by law
- Widening would make it safer. Would like to see a center median like we have on part of Reynolds.
- There are so many cars that cause traffic congestion.
- Traffic has become horrendous on Hwy 5 in this region.
- That or build another road from LR to Saline Co; Iron Mt railway? We know widening Hwy 5 will hurt businesses. Is there not another route?
- Can't grow until you do.
- There are several accidents frequently occurring due to there not being a turn lane and all the heavy traffic. Going through Bryant.
- From Reynolds to Alcoa is very congested.
- Only past the Bryant main business district.
- It mostly needs to be widened from Springhill to Reynolds as that is where most of the traffic seems to be.
- From at the crossover bridge until Reynolds Rd, beyond that, no. It's a beautiful area that is rarely congested.
- I think traffic would flow much smoother with a turn lane.
- The traffic is heavy between 7-9 am and 3-6 pm.
- Rural county residences need this to avoid using I-30 for local access to businesses.

6. Are there any times of day that you avoid traveling on Highway 5? If so, when?

Yes 16 No 11

Yes Respondent's Comments

Morning

- try to leave work early so as to not be in the heaviest traffic

Afternoon

- late afternoon because of congestion
- 5-6pm daily
- 5pm-6:30pm - workers coming out of LR, but I-30 is the same way.
- 4:30-6:00pm
- Mainly during the times school is letting out at Collegeville Elementary.

Both

- Often take the access road between Reynolds and Springhill, 7am and 4pm.
- 6:30am-8:30am; 4:30pm-6:30pm
- 7am-9am and then 3pm-6pm
- Avoid rush hour if possible.
- 7am-8am and 4:15pm-5:30pm
- Rush hour
- Morning and afternoon rush hour
- 4pm-6pm
- Peak hours

No Respondent's Comments

- On my bicycle there isn't any time I avoid hwy 5. In my car I avoid in the evening
- either avoid hwy 5 or I-30, at the right time of day, they are equally bad
- I live at 8310 Hwy 5 North, no real problem except speeders
- can't avoid it
- however, rush hour does cause significant traffic jams along hwy 5

7. **At which intersections with local roadways do you experience the greatest delay? Try to be as specific as possible in identifying the location (e.g., Salem Rd. & Hwy. 5).**

<u>Highway 5 Intersection</u>	<u># of Mentions</u>
I-430	2
Alexander Road (County Line)	7
Highway 183 (Reynolds Road)	3
Prickett Road	2
Springhill Road	8
Alcoa Road	3
Salem Road	4
Personal driveway	2

Others (1 mention each)

- Otter Creek
- Hilldale Road
- Stoneybrook Drive
- Henson Place
- Walgreens driveway
- Hurricane Creek Trailer Park
- Hurricane Estates

8. **Do or would you use a parallel route such as Highway 5 instead of using the Interstate 30? If so, please describe your reason.**

Yes 20 No 5

I-30 Congestion

- There are many times when going SB on 430 that I will get off on Hwy 5 to go to Bryant, but there is a big bottleneck in Otter Creek where it goes from 4 lanes to 2.
- 30 is a mess but traffic backups on 430 is worse
- If there is an accident on I-30 and traffic is stopped, I will use Hwy 5. Plus, merging onto I-30 westbound from I-430 is always congested with I-430 traffic stopping
- Always travel hwy 5. I hate the interstate. It backs up worse than Hwy 5
- I use it because of high traffic volume or wrecks on the Interstate
- To avoid heavy thru traffic on I-30 and semi trucks
- AM and PM traffic on I-30 diverts to Hwy 5. I now avoid both and travel Congo to Lawson Rd

I-30 Heavy Traffic/Trucks

- Every time I drive 30, I am concerned about the semi trucks. I would absolutely use hwy 5 if traffic moved faster

I-30 too Fast

- 30 traffic is still 70 mph, that's too fast.

Hwy 5 More Convenient

- More convenient to OC from my neighborhood Forest Cove. Also my children's school is on Hwy 5.
- Convenience
- Short trips

Hwy 5 More Pleasant

- Sometimes take Hwy 5 because it is more pleasant than driving on the interstate but can be slower.
- Easier driving

Bicyclist

- I use Hwy 5 for my commute because it's the only bicycle route to LR.
- Often use a bike for transportation/recreation.

9. How many days per month do you experience delay due to an incident on Interstate 30, East or West Bound (either a stalled vehicle or a crash)?

<u># Days</u>	<u>#</u>
<u>A Month</u>	<u>Responses</u>
0	2
1-5	11
5-10	2
10-15	6

<u># Days</u>	<u>#</u>
<u>A Month</u>	<u>Responses</u>
15-20	0
20-25	1
25-30	0
30+	0

10. With regards to the entire corridor study, do you feel that the proposed project to widen Highway 5 would have any impact (Beneficial or Adverse) on your property and/or community (economic, environmental, social, etc.)? Please explain.

Responses

1	No
23	Yes
4	Both Yes & No
1	Maybe

Comments by 5 Adverse Impact Respondents

- My house is approximately 75 ft from Hwy 5 on north side, 4009 Hwy 5 N, all water and telephone lines are in my front yard.
- It would depend on which side of Hwy 5 the property was taken for the widening. My house is close to the highway.
- Kill my plants, more noise, destroy my home
- Take away our yard
- Without a traffic light at Stoneybrook, it would be impossible to turn left from Stoneybrook.

Comments by 23 Beneficial Impact Respondents

- Widening Hwy 5 with bike lanes would make Benton/Bryant more bike friendly and make it even easier/safer to bike to LR.
- I am pleased to see plans to incorporate bicycle lanes into this project. I use highway as a cyclist and would use it more if lanes (or better shoulder) was there.
- There desperately needs to be a middle turning lane to keep from impeding traffic.
- Traffic comes to a standstill constantly in Saline County along Highway 5. It would increase traffic flow and make business ease of access better.
- Only if it takes some of my property.
- I believe it would help the flow as growth continues.
- No doubt it would improve safety and help with traffic flow. It could encourage growth economically too.
- I would get in and out of my driveway without feeling I'm going to get hit.
- It would greatly help the traffic flow and reduce commute times.
- To widen the highway and add sidewalks between Springhill and Reynolds Road would be a huge benefit. It is often terribly clogged, also dangerous for children walking home from Collegeville Elementary.
- Traffic flow or lack thereof is a problem and will continue to increase.
- It would ease traffic flow, especially if there are more turn lanes.

11. With regards to the entire corridor study, do you have a suggestion that could improve the Highway 5 Corridor Study, or a project to improve Highway 5 that would help in better serving the needs of your community?

Responses

5	No
15	Yes

- A traffic light at Andrew/Prickett and Hwy 5 is badly needed.
- Temporary right turn on 5 to Salem Road, also at other 5 intersections until 5 widening is done.
- Stoplight at Alexander Road and Hwy 5.
- Just the middle turning lane and a light at the Hurricane Creek Trailer Park.
- Bike lanes, sidewalks, pave up to the walk button at lights.
- Sharrows. Properly designed shoulders. Bridges with shoulders. Street sweeping the bridges.
- Take the property from both sides of the highway.
- The culvert under Hwy 5 by the Pentecostal church (by Prickett Road) desperately needs to be replaced. The capacity of the culvert is too small resulting in upstream flooding. A few houses at the entrance of Forest Drive have been flooded due to the backup of headwater.
- Ask public to use I-30 and service roads more, very little traffic on service roads.
- I would greatly prefer 3 lanes at this time. If needed in 10 years or so, they could expand to 5 lanes at that time.
- From Reynolds to Springhill, have a center turn lane.
- When there is a wreck on 30, if Hwy 5 was 4 lanes or even 3 lanes, traffic would move faster.
- Please give serious consideration to some areas widened on Hwy 5. Collegeville school area, Springhill and Hwy 5, and then look to other outer roads to be improved.
- Widen it, with turning lane.
- Widen Hwy 5 as soon as possible.
- Certain zones desperately need this improvement.

12. Please make additional comments here.

- Since they have extended Springhill to 30, there has not been a problem with backlog on Hwy 5 and Springhill. I live on 5 approximately 400 yards from Springhill Road. The red light and sun cause the most problem between 4-6pm. Approximately a 3 minute delay.
- FHWA/AASHTO guidelines on bicycles and rumble strips attached. Federal Guidelines require properly designed bicycle accommodation. Bicycles are legal users of the public roads! The roads are for people to use in various ways. Be a real transportation department!
- Whatever is done, PLEASE make accommodations for cyclists when designing shoulders and placing rumble strips. Arkansas's highway department is negligent in this regard. Please improve. (attached federal guidelines and rumble strip policy)
- I ride a bike on this road as part of my commute to work from Salem Rd to Springhill Rd. Do not put rumble strips on the shoulder unless the shoulder is wide enough to still bike. Would like to see Bryant become more pedestrian/bike friendly.
- Thank you for anything you may be able to do to rectify this situation!
- We are going to keep growing so look to linking Raymar over to Hwy 5 and past that to Hilldale. etc. Think further over and outside the current traffic patterns. Think to the future.
- I live on Hwy 5. I'm impacted every day. Would like to know how much notice will be given before our location is worked upon. Have many questions. When we talk face to face with your people so my many questions will be answered. I just don't know who to direct them to. You or the city. I hope you can help me out.
- I think a bike lane would be very positive
- I'm glad to see AHTD is going to make this project happen. It is well overdue.

- If there was a turning lane at county line on Hwy 5 it would really help those trying to get down 5. If there was a turning lane all the way down 5, it would help us homeowners to get in and out. There has been so many wrecks of people at Leslie Lane and the big hill and curve from Leslie to Pine Crest.
- Sidewalks and bike lanes are very needed in this area. When walking my kids to school a couple of times I have literally feared for our lives. I hope there is some way to preserve the beauty of the Collegeville stretch of Hwy 5. It is historic-seeming and almost never backed up with traffic.
- Not included in this study but can we get 2 lanes from 430 to 30? Take a look at congestion westbound every afternoon. Why only one lane?
- Current speed limit at Fox Ridge and Stoneybrook area needs reduced to 35 mph. Raymar overpass needs connected to Hwy 5
- We currently experience issues with flooding in the Northridge subdivision just off of Hwy 5. I am highly concerned that road construction along 5 will cause additional flooding to my home.
- Get her done!
- Provide adequate street lighting when widening 5. Also sun glare is very difficult on 5 westbound during rush hour and is a concern for motorists, especially pedestrian and bike safety. Final design should express this concern.
- I am sorry that I won't be able to attend the meeting tonight as my son has a program at school and as a parent, he comes first. All that I have to say is this, I would love to see Hwy 5 widened to a 4/5 lane. I live directly off Hwy 5 in Bryant and it is consistently backed up. I don't even try to turn left out of my subdivision because the traffic is so bad. I suggest a red light coming out of Forest Cove subdivision as this is a much used intersection (even though most people now don't dare try to turn left, although we would love to have that convenience). That is also the corner for Larry's Pizza which is also well used. Please take into account all of us who live in this area as you are beginning this project and please make plans to disrupt our lives as little as possible and also take into account the many problems we have had with flooding in the past few years as a result of the massive growth in the area. The water has nowhere to go. We don't need to make it worse.

APPENDIX B - *Citizen Comment Summary, December 4, 2012*

CITIZEN COMMENT SUMMARY

- 1. Describe your reason for interest in the Highway 5 corridor between the Interstate 30 Crossover and the Pulaski County Line. (CHECK ALL THAT APPLY.)**

#	Interest in Highway 5 Corridor	#	Interest in Highway 5 Corridor
18	Live on Highway 5	4	Own rental property on Highway 5
7	Own Business on highway 5	29	Live near Highway 5
7	Work on Highway 5	6	Work near Highway 5
1	Own undeveloped Highway 5 property	4	None of the above

- 2. Which section(s) of Highway 5 do you typically use and care the most about? (CHECK ALL THAT APPLY.)**

#	Highway Section Typically Used	#	Highway Section Typically Used
32	Alexander Road to Hilldale Road	29	Springhill Road to Alcoa Road
27	Hilldale Road to Highway 183 (Reynolds Road)	22	Alcoa Road to Salem Road
47	Highway 183 (Reynolds Road) to Springhill Road	19	Salem Road to Interstate 30

3. Please indicate which of the two proposed typical highway designs you prefer for each of the following highway sections.

Median Preference		
Raised	Flush (5-lane)	
15	27	ALL SECTIONS
15	33	Alexander Road to Hilldale Road
16	31	Hilldale Road to Highway 183 (Reynolds Road)
20.5	31.5	Highway 183 (Reynolds Road) to Springhill Road*
21	27	Springhill Road to Alcoa Road
19	29	Alcoa Road to Salem Road
18	30	Salem Road to Interstate 30
* One respondent replied "Both" for this section.		

4. Why do you prefer this type of facility?

Comments in Favor of Flush Medians

- No one, including myself, wants any raised medians. That is not needed in our area, period. Alexander Rd to Hwy 183 does not even need widening. I have lived at 8310 Hwy 5 for 18 years and have no problems to speak of with traffic except when I-30 is having problems.
- Help save my yard
- I don't want to pass my house and go to turn around and come back to my house. Don't like the look of raised medians
- Raised medians restrict ingress and egress, will adversely affect business and rental property. Design of Reynolds Rd is good. Too many residences that have to pass their drive and then turn around to come back. Do not see the benefit
- Heavy traffic makes it hard to turn left onto Hwy 5
- Will take less right of way in front of our home
- Takes less right of way; to me will move traffic faster with less expense for construction

- Less controversy over access to existing and new businesses; care of the island areas, understanding between city and state; easier to maintain, less need to repair and replace damage to island areas; visibility decreased due to trees or shrubs that the city will want to plant in island areas
- Easier access to businesses
- Better access to branch for clients
- The raised median is a waste of space, it is of no use and just takes up more space.
- Heavy traffic
- Limited access and safety for emergency vehicles. Emergency vehicles would have hard time getting around the traffic
- Raised median in front of the businesses would look nicer. Don't think it's necessary for the other areas.
- Decreases driver frustration; raised median is a big city idea devised by road engineers unfamiliar with driving in states like AR
- Can turn at necessary locations; avoid dangerous u-turns; less cost for construction; speedier construction.
- Turn lane would be safer than people making u-turns
- Costs less
- Raised median causes more traffic problems; difficult to make turns where needed.
- Raised median more dangerous and intrusive to driving
- Should be able to turn right and left onto Hwy 5 from anywhere
- Easier to get in and out of each area without having to turn around
- Convenience and safety
- Allow left turn from all sites
- Safer; more convenient

Comments in Favor of Raised Medians

- The raised median presents the opportunity for many aesthetic features in the project including landscaping (ornamental trees), and decorative street lighting as well as the previously mentioned advantages of providing safe refuge for pedestrians and increased safety.
- Safety
- Safety
- Safety safety safety
- Looks better and is safer than "suicide lane"
- Safety
- Slower traffic, chance of bushes/trees in median
- Slow traffic down through commercial areas
- To stop certain access points along the busiest sections
- Safety reasons for traveling vehicles and pedestrians
- Looks nicer; will slow traffic down and is safer
- Restricts the left and right turns. Safe for pedestrians. Improves traffic flow
- Looks better; safety
- Current development should be less affected by this design
- It is important that Hwy 5 can still move traffic; controlled turns can limit possibilities for wrecks. I don't want Hwy 5 to be like 183 by McDonalds if we can help it. That section of 183 is a train wreck.

Alternative Design Comments

- None of the above. We need shorter median cuts to ensure businesses continue to thrive. Raise medians, much more frequent turn lanes than 1/8 mile.
- None of the above. Preferably 2 lanes with a turning lane, sidewalks, no bike lanes. Second choice would be flush median, 5 lane.
- I want 2 - 10 ft lanes with a 2 ft gutter pan with breaking 9 ft medians as a turning lane.

- Do not want a raised median, it obstructs access to businesses. Do not want 5 lanes either. If you could be reasonable with cuts giving access we could go for raised medians. But it has been our experience that is not the case.
- This section of Hwy 5 between 183 and Springhill should be 3 lanes, 2 lanes with a turning lane. This would be less destructive on businesses and homeowners.

Mixed Comments for Raised/Flush Median

- To stop certain access points along the busiest sections
- Raised median in front of the businesses would look nicer. Don't think it's necessary for the other areas.
- County line to Hwy 183 prefer flush median; not many conflicts more traffic capacity. The rest raised median for safety.

Bicycle/Pedestrian Comments

- I suggest leaving OUT the bike lanes for safety, this is a major artery, NOT a side street!
- Bike lanes and sidewalks = safety
- For safety please put a Z-crosswalk or raised crosswalk at the school for traffic calming. 5 ft bike lanes, 3 ft buffer and 4 ft sidewalks
- All sections without bike lanes
- Buffered sidewalks or none at all. Buffered bike lanes or none at all, too dangerous.

5. Highway 5 will likely be widened by a series of construction jobs. In what order do you think the Highway 5 sections should be widened?

Order in Which Highway 5 Should be Widened								
0	1	2	3	4	5	6	Average	Highway Section
1	17	3	8	4	5	7	2.95	Alexander Road to Hilldale Road
0	0	21	7	5	8	1	3.07	Hilldale Road to Highway 183 (Reynolds Road)
0	31	0	13	3	1	0	1.81	Highway 183 (Reynolds Road) to Springhill Road
0	1	13	6	21	0	1	3.21	Springhill Road to Alcoa Road
0	0	5	6	4	26	1	4.29	Alcoa Road to Salem Road
0	3	0	2	5	2	31	5.23	Salem Road to Interstate 30

6. What improvements do you think are needed on the Highway 5 corridor aside from widening?

- The corridor widening planning should include a uniform design concept within each municipal jurisdiction. This design concept should include such items as decorative traffic signal infrastructure, decorative median mounted street lighting, special pavement design features at major intersections (i.e. brick inlays for cross walks, etc) and uniform landscaping design. Since this project will require major utility relocation, efforts should be made to move current above ground utility infrastructure to below ground. The end product should produce a neat, aesthetically pleasing design that both increases the traffic capacity of the corridor while also greatly improving its appearance.
- We are very concerned about protecting our businesses
- Raymar Rd N completed and a traffic light at intersection
- More stop lights
- Don't really want to see it widen!

- Turn lanes for Fox Ridge, Stoney Brook, and soon another nursing home. Traffic light at Hilldale.
- Buffered sidewalks and buffered bike lanes or NONE AT ALL. Diagonal walk-thrus at medians, especially in front of the school.
- Sewer
- Make it safe; wide shoulders; bike lanes
- Bike lanes; walking lanes; maple trees must be landscaped
- Please provide a 5' bike lane on at least one side
- Sidewalks; will make more local businesses more accessible without driving; please bury electrical lines
- Better feed to hwy 5 from side roads
- Controlled access
- Partial medians with trees, grass, street lights, cross walks, bike lanes
- I want 2 - 10 ft lanes with a 2 ft gutter pan with breaking 9 ft medians as a turning lane. For safety please put a Z-crosswalk or raised crosswalk at the school for traffic calming. 5 ft bike lanes, 3 ft buffer and 4 ft sidewalks
- Concrete curb and gutter, sidewalk where appropriate. Overhead lighting on corridor throughout, drainage improvements; bike lane dedicated
- Periodic crosswalks and pedestrian access; opportunities for city to do beautification in town; buried utilities, no poles!
- Sidewalks; bike lanes; turnabouts; needs to be safer for walkers and bikers; landscaping; instead of traffic lights, have turnabouts so the traffic keeps flowing and slows traffic down
- Extend current lanes by 2 feet wider each. Bryant does not need a 4lane hwy going through our town. Just extend it 2 feet
- Sidewalks, bike lanes and improved drainage
- Light at Hilldale and County Line
- Turning lanes to reduce wrecks and congestion; safety features such as bike lanes and sidewalks

- Lighting
- Need center turn lane and not a raised median which is an invention from places like New York and California, states which have no idea how people in AR live and drive. Raise road portions which flood when it rains.
- Raise roadway near creeks. Curb/gutter with LOTS of collection boxes. Smooth transitions on bridges. Remove landscaping bushes/trees to provide LONG site lines
- Pedestrian underpasses; sidewalks
- Left turn lane all the way through
- Stop lights where traffic is heavy
- Redo the plans so that between 183 and Springhill you go from a 5 lane to a 2 lane with turning lane. This area is so developed it doesn't seem right to tear it up.
- Bike lanes and good pedestrian crossings/sidewalks, especially pedestrian facilities close to 183 in both directions. I see people walking on the side of the road a lot, especially Springhill to 183.

7. With regard to the entire corridor, do you think that the proposed widening of Highway 5 would have either positive or negative impacts on your property and/or community (economic, environmental, social, etc.)?

Impacts on Your Property and/or the Community		
Positive	Negative	Both
37	13	3

Please explain.

Positive Impact Comments

- Widening of the corridor will generally have positive impacts to the community...the extent of these impacts will depend on the final design concept. The raised median concept combined with additional aesthetic elements will deliver a much larger benefit (particularly in the environmental/social area) than a flush median design. Going with a flush median design would actually result in negative impact in environmental and social areas given the non-pedestrian friendly expanse of pavement that would ultimately bisect the area. Either design will yield positive economic benefits as the current highway infrastructure is highly overloaded.
 - Better traffic flow
 - Way past due
 - Not for me
 - Safer roads
 - Developing of Bryant property north of Hwy 5
 - Help to decrease traffic congestion and provide side walks
 - Capacity. Traffic stops for extended periods for vehicles trying to turn across oncoming traffic. Lengthy queues at all signalized intersection. Help carry traffic from I-30 when accidents occur on interstate between Alcoa and intersection of I-30 and I-430
 - Because the city can't get much worse. Too much traffic for just 2 lanes
 - The addition of bike lanes and sidewalks for safety and walkability :)
 - Better traffic flow
 - Viable alternative to travel to and from LR
 - Traffic has increased heavily since I have lived in the area the past 17 years off Springhill road and Northlake. I think it would help the economy as well
 - Make access better. Also better and safer for pedestrians
 - Smooths flow of traffic; increased safety
 - Just easier to get around; less traffic
 - Improve traffic flow
 - Allow ease of access to the area. Safety by having a second multi-lane road for access/egress in case I-30 is blocked. Remove some traffic congestion during morning and evening rush hours.
 - Will bring more traffic by businesses; improve look; increase safety
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- Increase value of property; smoother flow of traffic
- Relief from I-30 traffic
- Better traffic pattern
- Growth
- More people would use it. Because of current traffic issues, I avoid using hwy 5 because of traffic backups.
- Helps reduce congestion on Hwy 5 and I-30
- If done right; bike/ped facilities are important!

Negative Impact Comments

- Will take my shade tree and most of my front yard
- Right now I live three houses from Hwy 5. The widening of Hwy 5 will move me closer to a busy road thus dropping my property value.
- I will lose part of my front yard
- Raised medians would make it difficult to access the businesses that is our rental property. Even more water will be put across our property; widening may put highway closer to my front door; sidewalks will encourage foot traffic. We already have enough
- This would move the traffic closer to our living room and bedroom
- B/c I would be left with 10 feet in my front yard. That is not enough.
- Drivers can't drive. Large wide roads lead to speeding and bad drivers will text and drive. We want to walk and bike more.
- Dislocating too many residents. Some have lived here all their lives and it is unfair to uproot and make them move
- Road will be too close to the house
- Our house will be too close to the road; very dangerous!
- It will put the highway right at their front door. It will cause more accidents for the people that live on the highway
- Should the proposed widening take out my building, then I'll lose rental income that my family needs to make ends meet

Both Positive and Negative Impact Comments

- Positive from hwy 183 to Alcoa rd and onto I-30 overpass at Benton. Our business is also on the corner of hwy 183 and hwy 5. Negative all other sections.
- Both. Negative in the short term and potentially negative long term if not done with foresight. Positive in long run if done with all uses in mind, not just running traffic thru. And on the flip side, not just "pretty" and nonfunctional for traffic. A balance should be met.

8. Are you aware of any environmental or other constraints that should be considered as a part of any future project that are not shown on the conceptual layout display?

- We already have 3 lanes of I-30 and 2 lanes of service road; educate people to use service road to Raymar Rd North
- Water runoff. I don't want my yard to flood!
- Cemetery by water tower; can't remember if you showed it on the map or not
- Water has to run downhill; we are downhill from the highway. Waterways behind us are not kept maintained and open.
- Drainage
- Do not cut down our trees! We are a community known for our trees and they are environmentally needed.
- Potential of 1000-5000 apartments being built at Longhills near I-30 and Longhills road at the end of Hwy 5.
- Don't waste time and money on bike paths; see where road floods and raise the road bed there
- Make speed limit 55mph; leave off sidewalks..nobody walks up and down Hwy 5 anyway
- Elevated parts will help with high water
- Drainage issues everywhere

9. Any additional comments.

- Attention should be paid to the intersection of Stoneybrook Dr and Hwy 5 in the area of median break 17 on the presented design plans. Currently this intersection meets Hwy 5 at an angle which
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requires a 120-130 degree turn from Stoneybrook Dr to Hwy 5 NB. Additional complicating factors include very limited sight distance to the N (approx 200-300 ft). These 2 design features of the current roadway have led to a number of accidents at this location over the years and numerous near misses.

- We have lived on Hwy 5 for 18 years. No problems with traffic to speak of unless on I-30 or ice storm when we leave our home. We have an electric automatic gate, takes 15 seconds to close, rarely have we had to sit longer than 15 seconds to get out on Hwy 5 going either way.
- Your mission is moving traffic; this we understand, but doing so should minimally impact businesses.
- Will encourage population growth; schools are already having trouble keeping up! I am happy as I am!
- I would greatly appreciate a little different mindset; move traffic, yes. But consider the community impact too. Thank you!
- Safety should be #1, economic development #2 and THEN should be the priority to move cars from A to B.
- Just get it done
- Need exit directly to Springhill from Interstate due to backups at Reynolds and Alcoa.
- This route is the only relief route or emergency route for I-30 from Alcoa Rd to I-430 intersection.
- I need to be notified in a timely manner for any future meetings. I was not notified of this important meeting tonight as I reside with the back of my home on Hwy 5.
- Improved drainage projects - thumbs up!
- Need traffic light NOW at Hilldale road. Will really need one once Hwy 5 is widened. I drive hwy 5 every day from Hilldale to the hwy dept on baseline to stay off the interstate. I think the traffic has increased on hwy because a lot of people like me don't want to drive in interstate traffic
- In turning areas, remove trees/bushes/structures which block lines of sight and can cause drivers to have accidents
- Bike lanes will encourage non-adults and nutty adults to use unsafe/unlit bikes to roam all over the road day and night thus causing unsafe conditions and accidents. This is a major artery not a country lane. Let them use neighborhood streets to ride, not a state highway with the volume of traffic it has now and the increase it will have over the next 10 years.

- GET IT DONE!
- 2 travel lanes with a middle turn lane will still move plenty of traffic and would not mess up the hometown beauty that this 1 mile stretch will have.

APPENDIX C - *Comment Letter from Bryant's Mayor*

February 6, 2013

February 6, 2013

Joe Sartini
District Engineer
Arkansas State Highway and Transportation Department
P.O. Box 190296
Little Rock, Ar 72219-0296

Re: Widening of Highway 5

Dear Mr. Sartini:

The widening of Hwy 5 throughout the City of Bryant has the residents and administration of Bryant very excited. The public input the City has received has fallen in line with the AHTD's recommendation to begin the widening project with the portion spanning between Reynolds Rd. and Springhill Rd. Although there are direct connections to Interstate 30 from Springhill Rd. and Reynolds Rd., the local volume of users and through traffic still deems it necessary to widen this corridor to four lanes.

In knowing the AHTD's intent to widen this corridor we would like to make a few requests:

- 1.) Ten foot vehicle lanes.
- 2.) Bike lanes as they have been planned.
- 3.) Five foot "green buffer" between the bike lane and sidewalk.
- 4.) Five foot sidewalks.
- 5.) Partially divided, traffic calming medians that function as safe havens for pedestrians crossing four lanes of traffic.
- 6.) Minimum median width of five feet with planned proper vegetation. The City would work in cooperation with local business owners along the corridor to maintain these structures.
- 7.) Strategically designed crosswalks that enhance the pedestrians or cyclists health motivated experience, while keeping them safe at the same time, especially in front of the elementary school.

There are a lot of great shopping boutiques, florists, medical offices, churches, daycares, banks, dry cleaners, restaurants, a school, and hundreds of homeowners that are all serviced by this corridor. It is important, from a quality of life and economic standpoint, that this corridor enhance what is already taking place. The City wishes to prevent the possibility of deteriorating the area by carefully considering those who work and live in the corridor and call it home.



It is our hope that through clear communication the citizens of Bryant and the AHTD can work together to build a bigger and better HWY 5 that meets the traffic needs, enhances the quality of life for those that live, work, and go to school here, and increases opportunity for quality economic development within the corridor.

Sincerely,

Mayor Jill Dabbs
City of Bryant

Cc: Steve Mitchell, Coordinator at Arkansas Highway and Transportation Department
Scott Bennett, Director of Arkansas Highway and Transportation Department
Jim McKenzie, Metroplan Director
Jacobs Engineering



These three pictures reflect what the future of Hwy 5 through Bryant could look like in the near future. Please keep these in mind as we work through the design phase.