

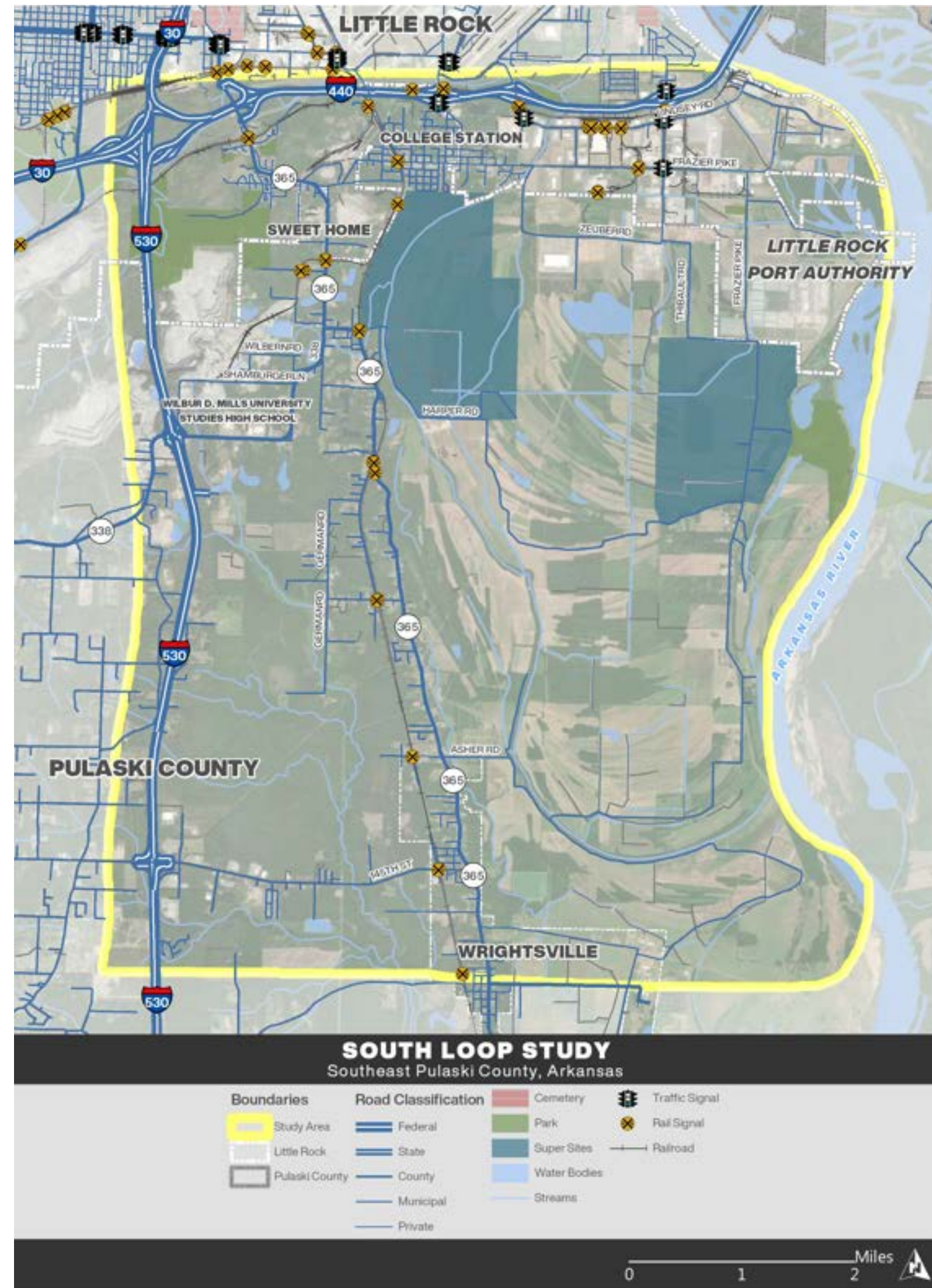
EXISTING CONDITIONS

PROJECT BACKGROUND

The South Loop study area, located east of Interstate 530 and south of Interstate 440, is primarily agricultural fields leading east to the Arkansas River. Little Rock, Pulaski County, Wrightsville, Sweet Home, College Station, and the Port of Little Rock are located within the study area. The South Loop study aims to increase safety and transportation flow in the southeast Pulaski County area. The study will consider potential routes for a new "southern loop" roadway that would connect I-440 with I-530 through the Port of Little Rock.

The Port is a regional industrial and multi modal freight hub, and a vital economic hub for both the region and the entire state. Located between two major interstates for truck transportation, on the Arkansas River for water transportation via barge, near the Little Rock National Airport for air freight transportation, and with railroad servicing the Port Industrial Park, the Port is well-positioned to move freight of all kinds in support of local industries.

Entrance and exit into the Port of Little Rock is currently limited to two exits from I-440, located less than a mile from each other. Further exits off Interstate 440 further east of the Port that provide longer-distance connections are Springer Boulevard and Bankhead Drive. A loop connecting the Port of Little Rock to I-530 to the south would provide access for trucks en route to the port from the south, or southbound on I-530. Providing another critical connection in and out of the Port increases safety for drivers by redirecting some traffic onto the South Loop that would otherwise travel on the two interstates.

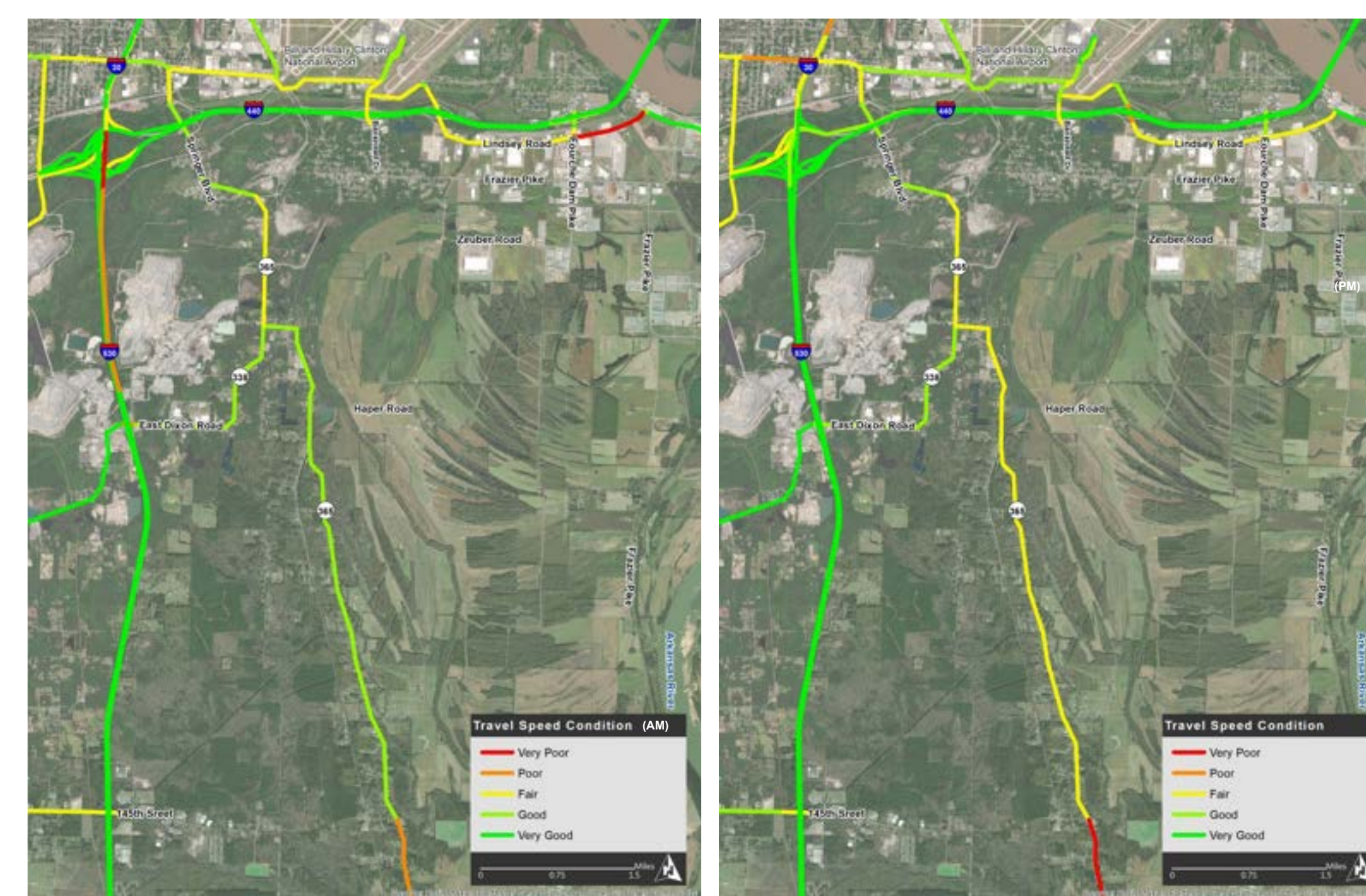
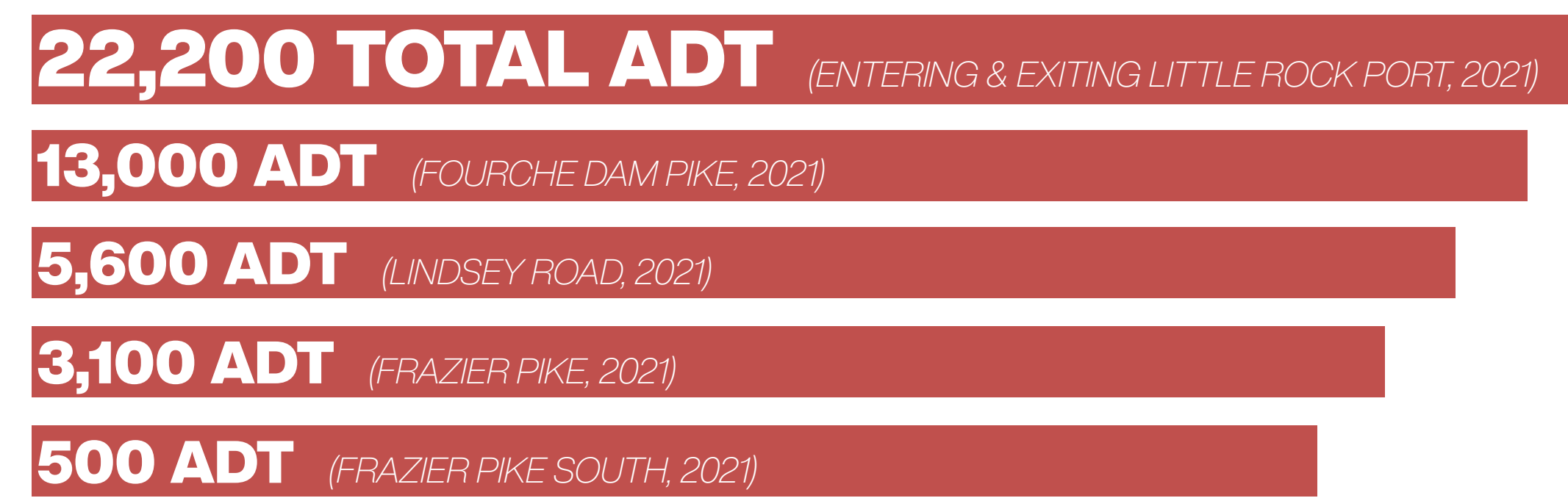
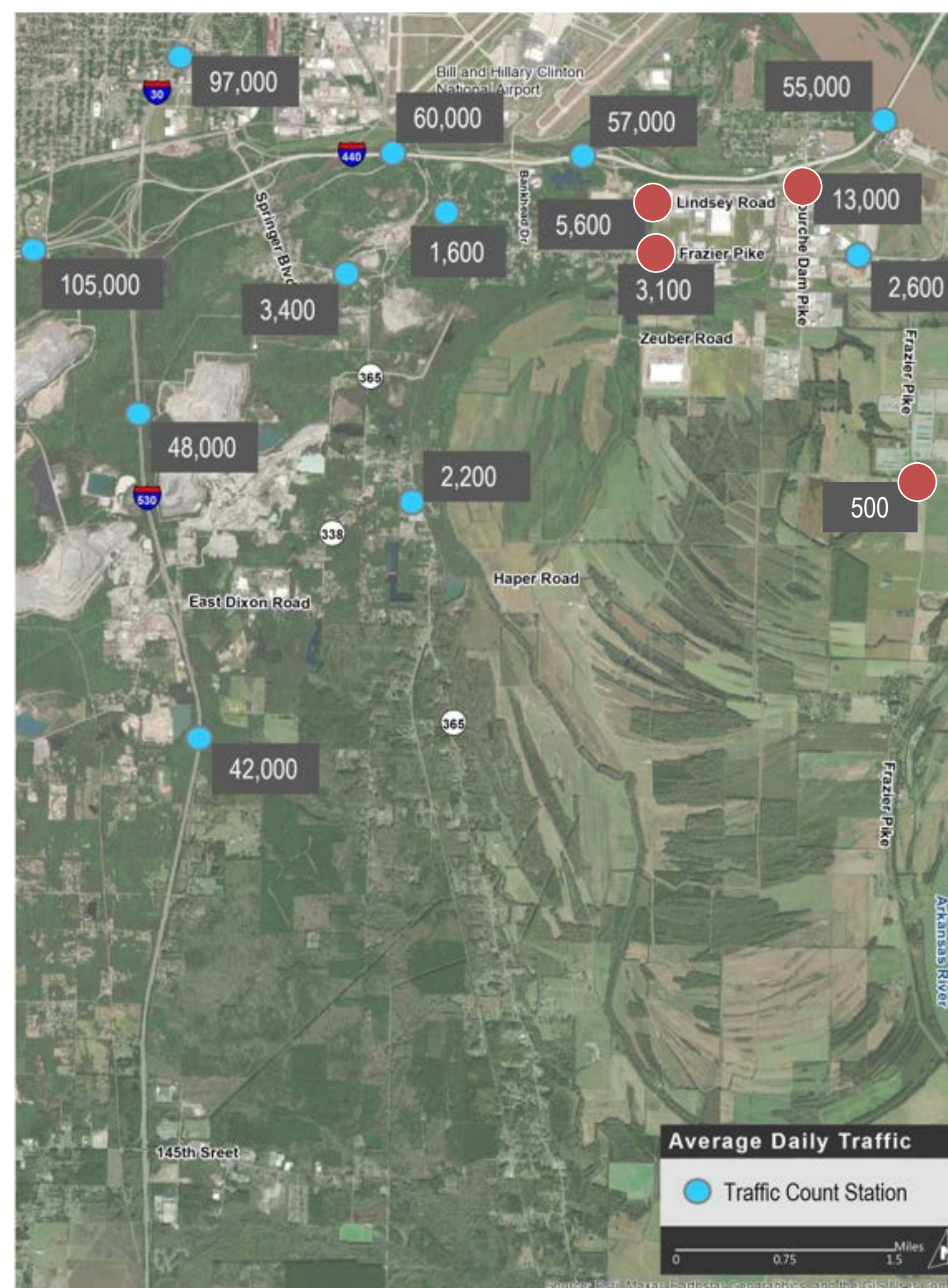


AVERAGE DAILY TRAFFIC & TRAVEL SPEED

It is estimated that 136,435 total vehicles currently travel within the study area each day, many of which carry raw materials for manufacturing or exports to other states or countries. Interstate 30 moves 97,000 vehicles per day north of Interstate 440 and sees 105,000 vehicles traveling per day east of Interstate 530. Interstate 530 moves up to 48,000 vehicles per day, and Interstate 440, just north of the Port, moves up to 60,000 vehicles per day.

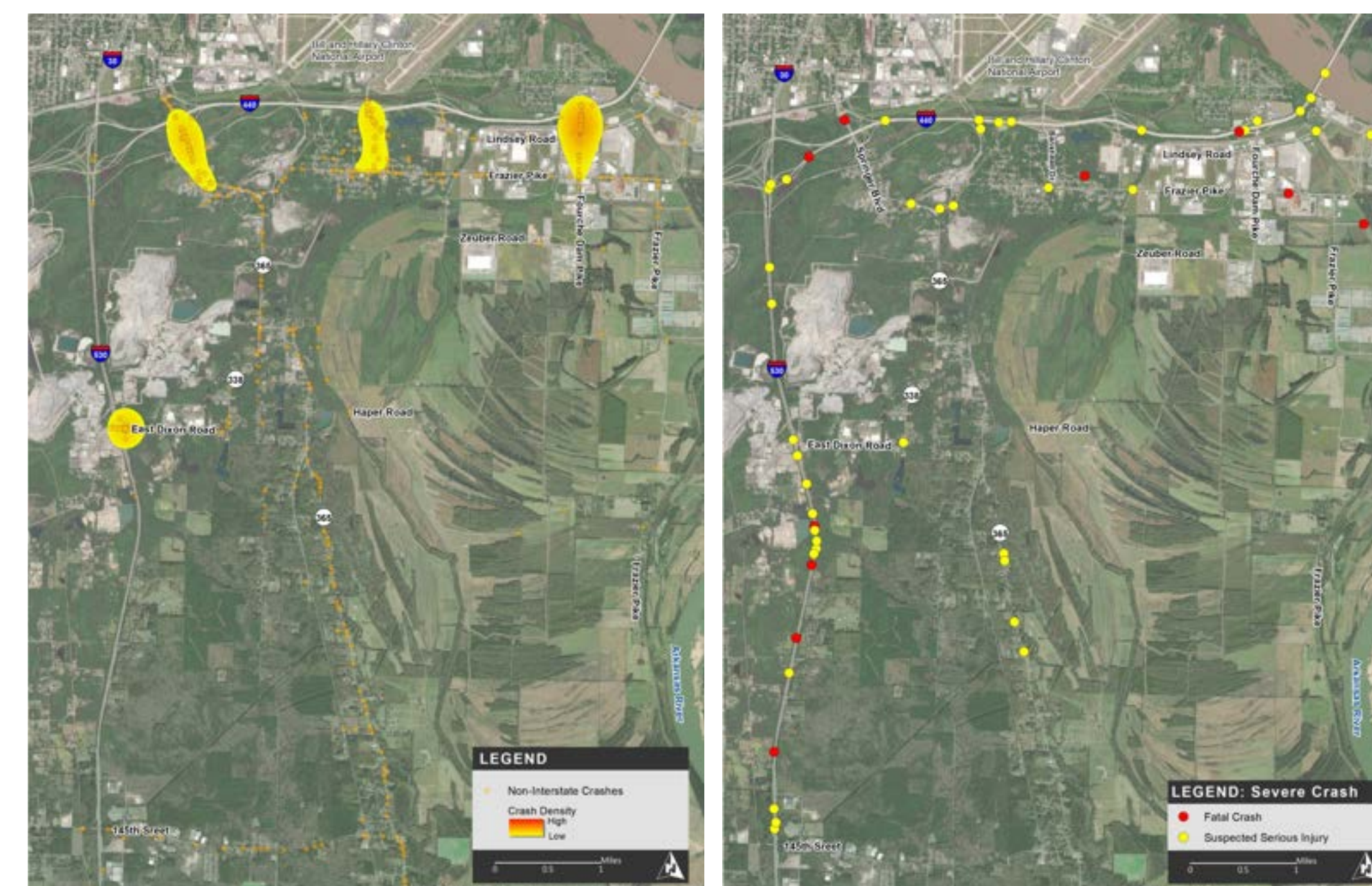
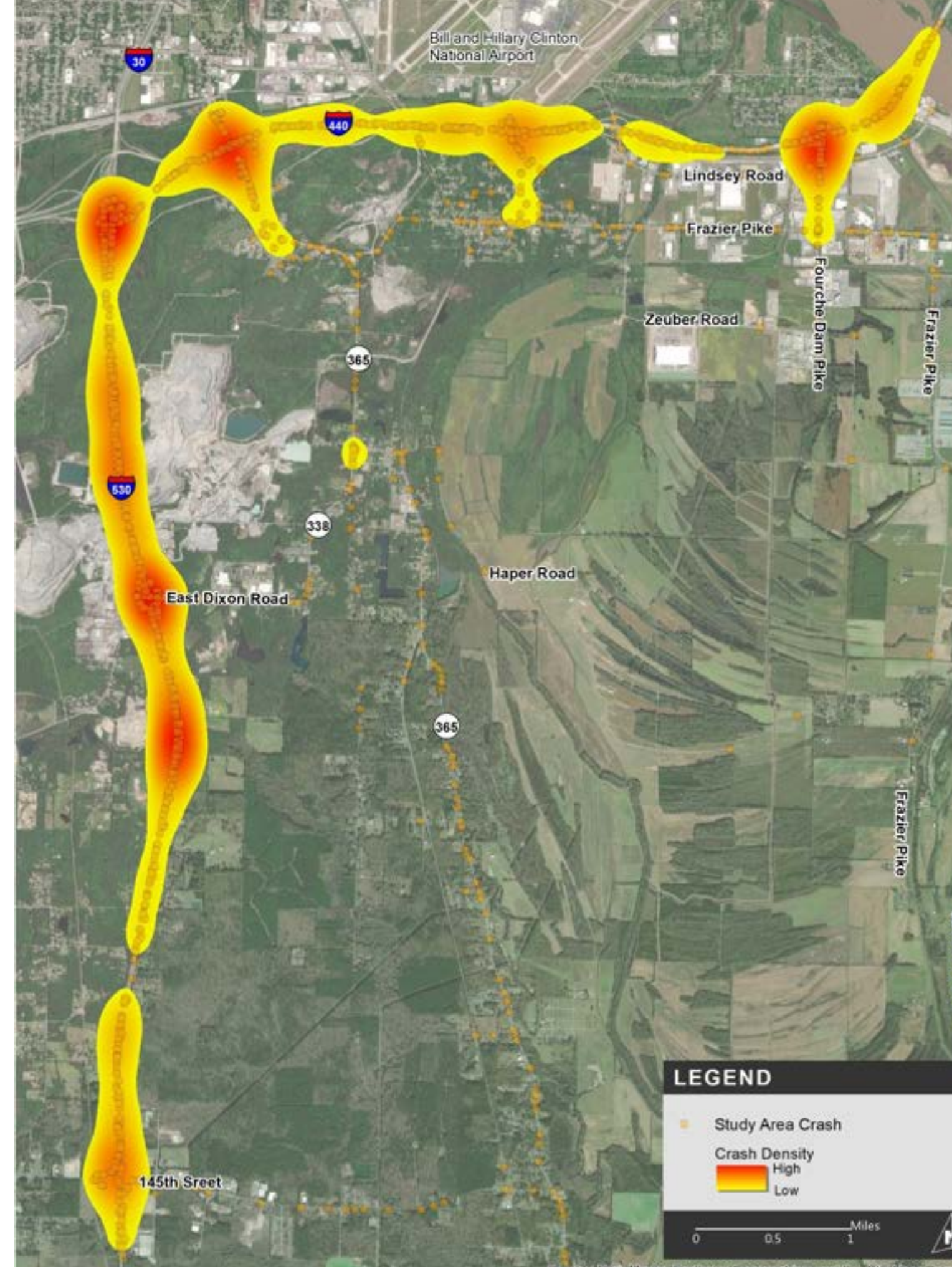
Within the Port itself, Fourche Dam Pike has the highest average daily traffic with 13,000 vehicles entering and exiting the Port each day. While some traffic enters by way of Fourche Dam Pike north and Roosevelt Road, the majority of these vehicles utilize Interstate 440. The second-highest traveled road in the Port is Lindsey Road with an average of 5,600 vehicles per day. Like Fourche Dam Pike, Lindsey Road provides vital access to Interstate 440. Most of this traffic funnels east through the Port to reach Fourche Dam Pike. Additionally, an average of 3,100 vehicles per day travel on Frazier Pike to reach destinations inside the Port. Frazier Pike receives traffic bound for the port by way of the Springer Boulevard exit off Interstate 440, and Highway 365 from the south. Fourche Dam Pike is the third-most traveled road within the Port of Little Rock. The lowest-traveled access into the Port is on Frazier Pike South, with an average of 500 vehicles per day traveling this route.

Travel speed conditions within the study area vary according to road classification and time of day. Lindsey Road and Highway 365 south near Wrightsville operate at poor conditions during peak morning hours, as well as Interstate 530 northbound to Interstate 30. During peak afternoon hours, Interstate 440 to Interstate 30, Lindsey Road, and all of Highway 365 experience fair-to-poor travel speeds.

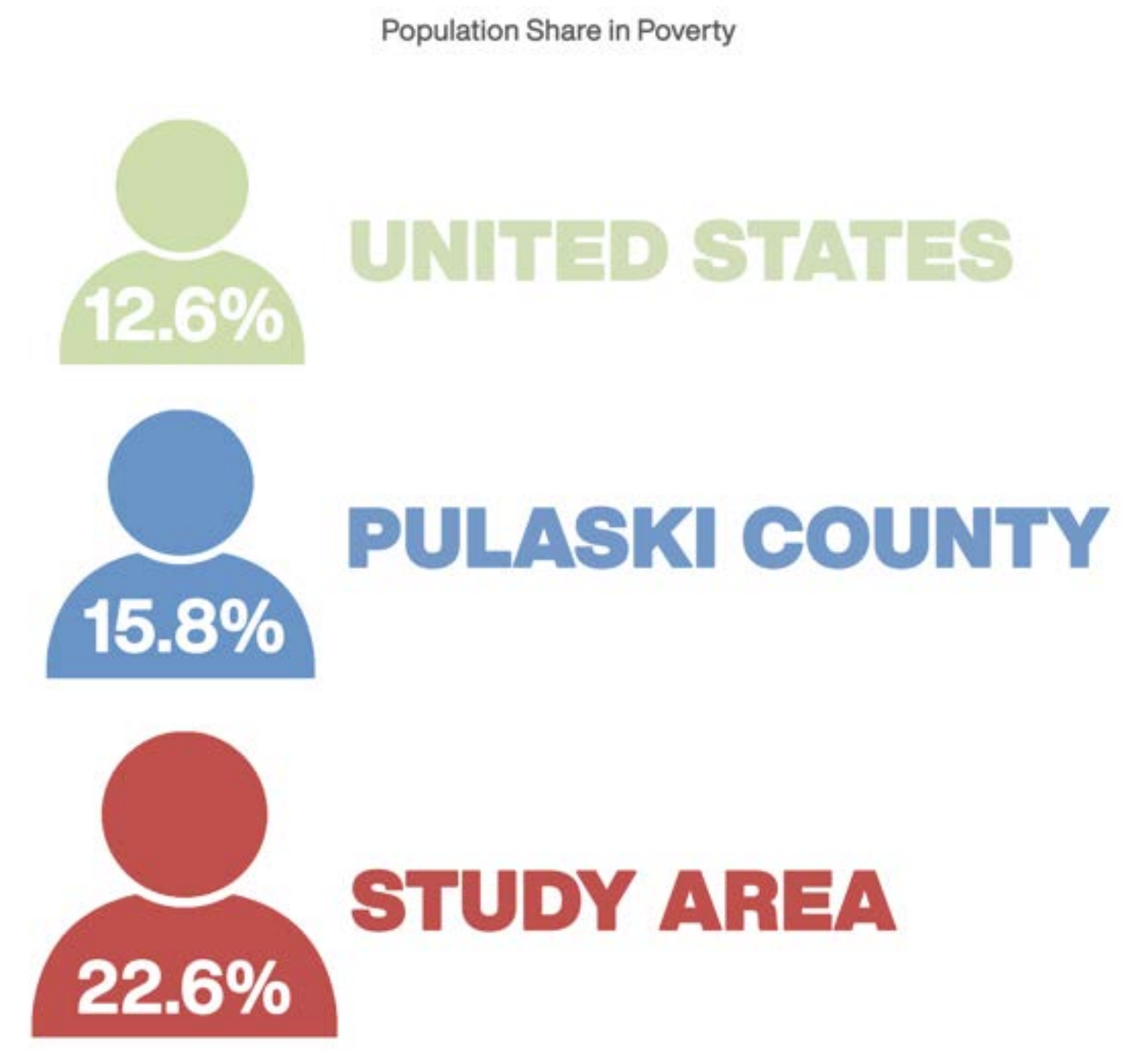
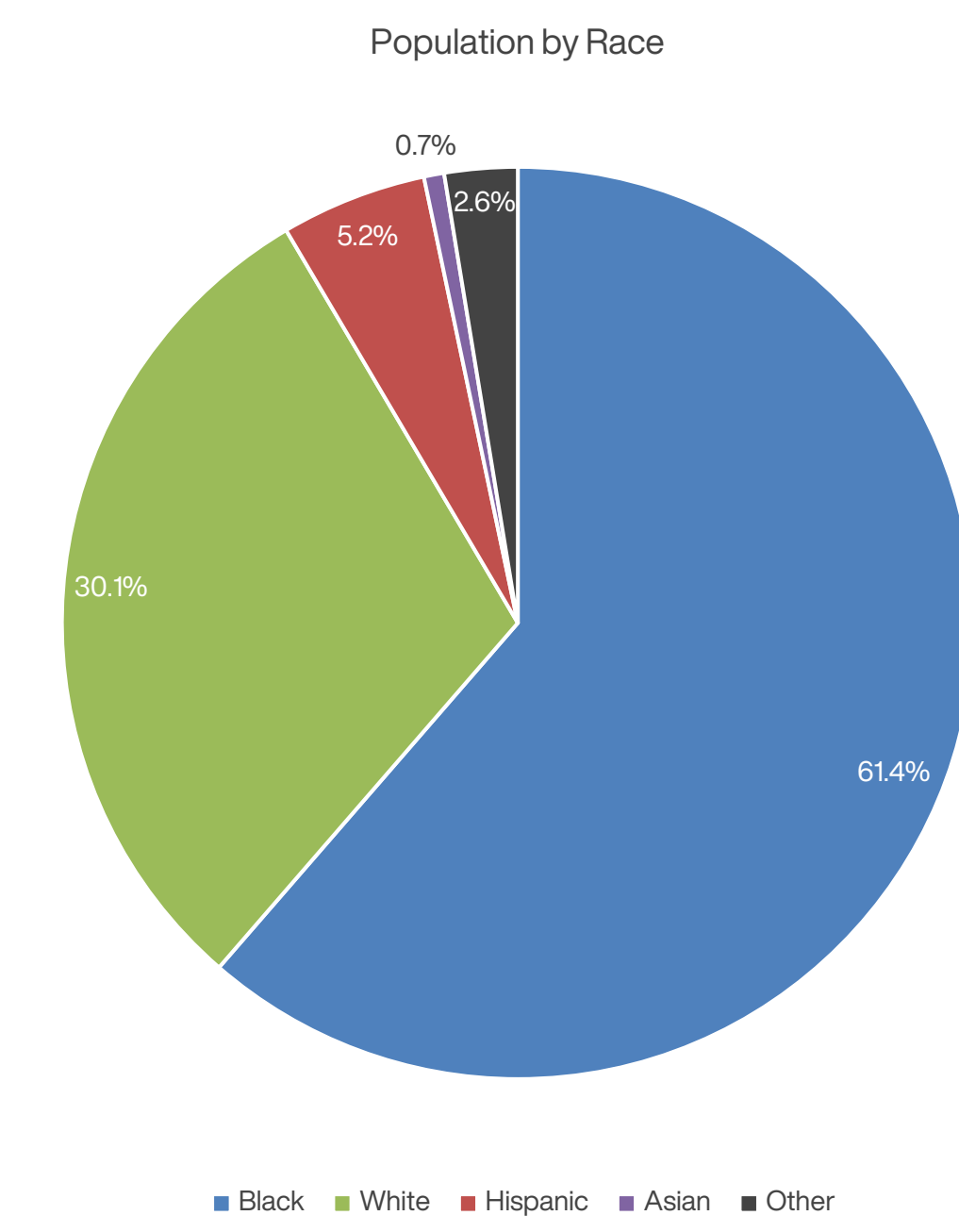


TRAFFIC COLLISIONS

1,514 vehicular collisions within the study area dating from 2017-2021 were mapped to visualize crash frequency and hot spots. On average, 300 crashes occurred per year within the data sample. 65% of crashes were on an interstate, and 35% were located on surface streets within the study area. 15% of all crashes occurred at intersections. While low-density hot spots are located near the Lindsey Road exit, a medium-density hotspot of crashes is clustered at the Bankhead Drive exit to College Station, which is a secondary access point for the Port. Exits for East Dixon Road, Springer Boulevard and Fourche Dam Pike are high-density crash hot spots, posing concerns regarding safety and ease of access for anyone traveling in and out of the Port. 41 suspected serious injury crashes occurred between 2017 - 2021, as well as 10 fatal crashes, with one located near the Springer Boulevard exit and one near the Fourche Dam Pike exit.



DEMOGRAPHICS



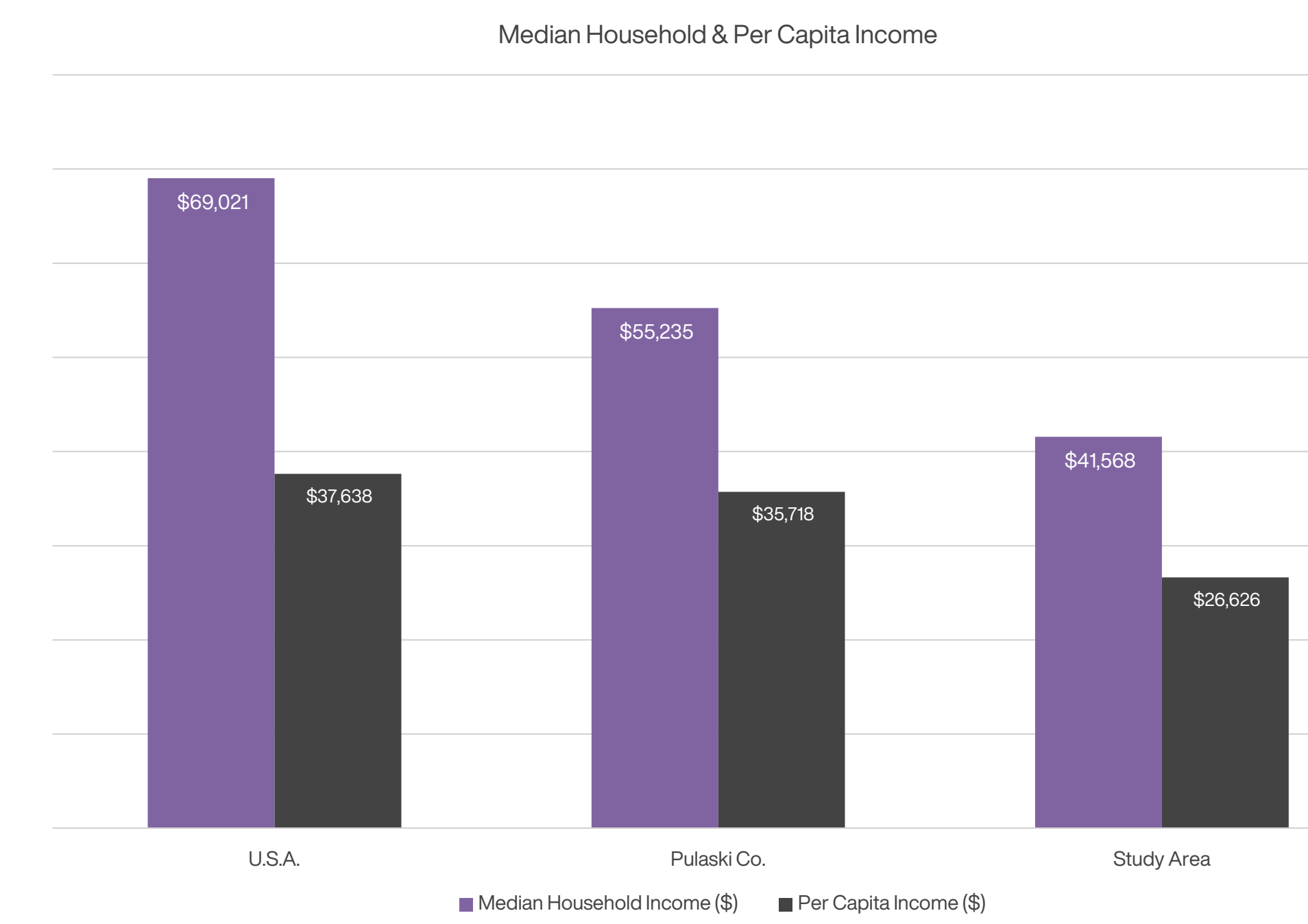
DEMOGRAPHICS

The South Loop study area has a total population of 6,835 people, a 3% overall decrease from 2010 (7,036). African Americans are the majority population (61.4%), followed by White (30.1%), and Hispanic (5.2%). Median household income and per capita income for the study area are both lower than that of Pulaski County, and significantly lower when compared to the national average. Furthermore, when compared to population share in poverty, the study area has a much higher percentage (22.6%) than Pulaski County (15.8%) and the U.S. (12.8%).

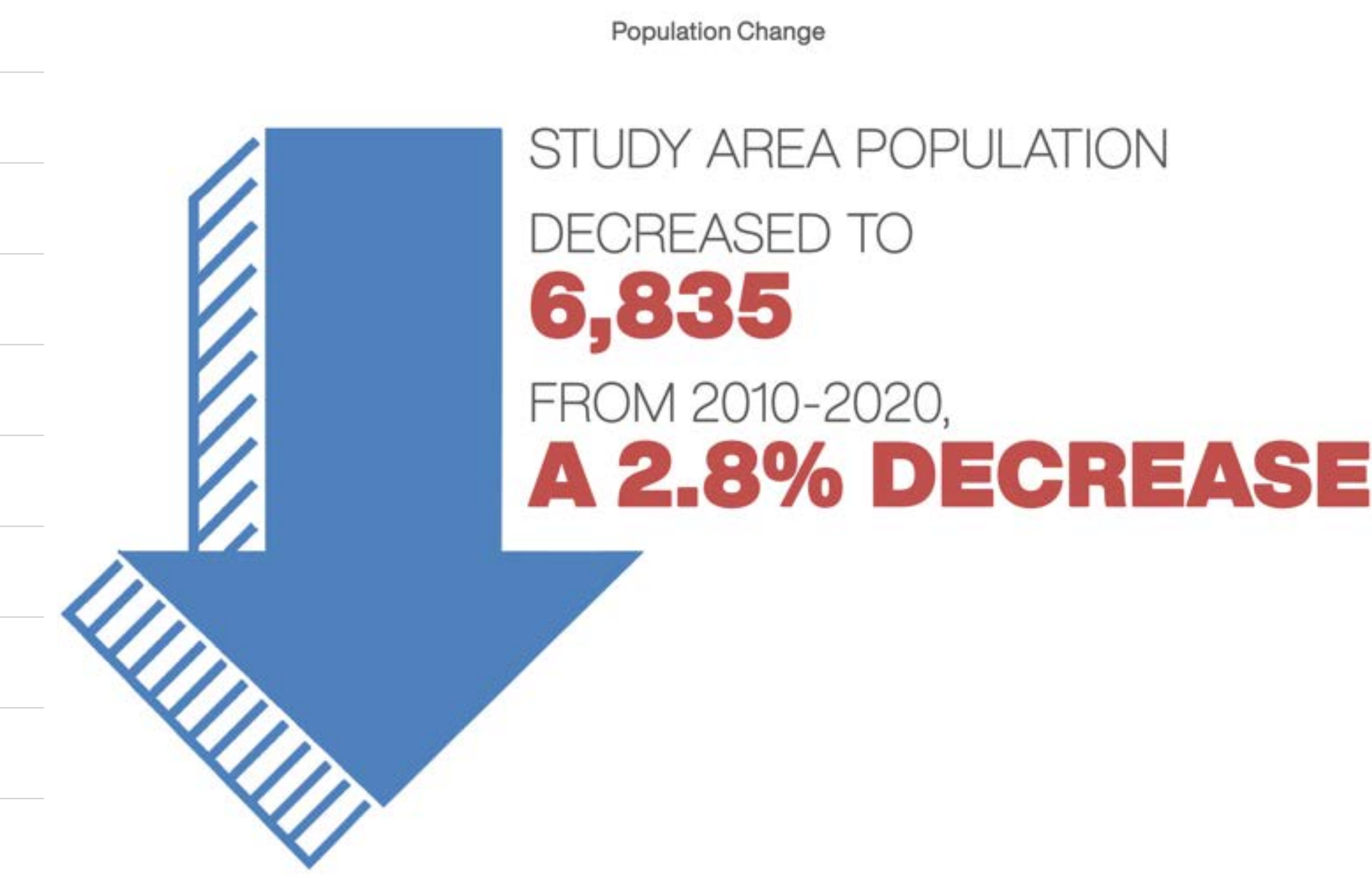
The Port of Little Rock has created more than 2,388 new jobs since 2016 (Source: Port of Little Rock) and is an important hub of economic activity for the entire state, as well as the majority of jobs within the study area. 49.6% of all jobs are manufacturing, with an additional 17.8% employed in transportation and warehousing, 11.2% in wholesale trade, 4.5% in construction, and 4.3% in administration, waste and remediation services. 57.6% of those employed within the Port were high school graduates, completed some college, or obtained an associate degree.

Source: Census 2010 and 2020, PL-94-171 block-level data.

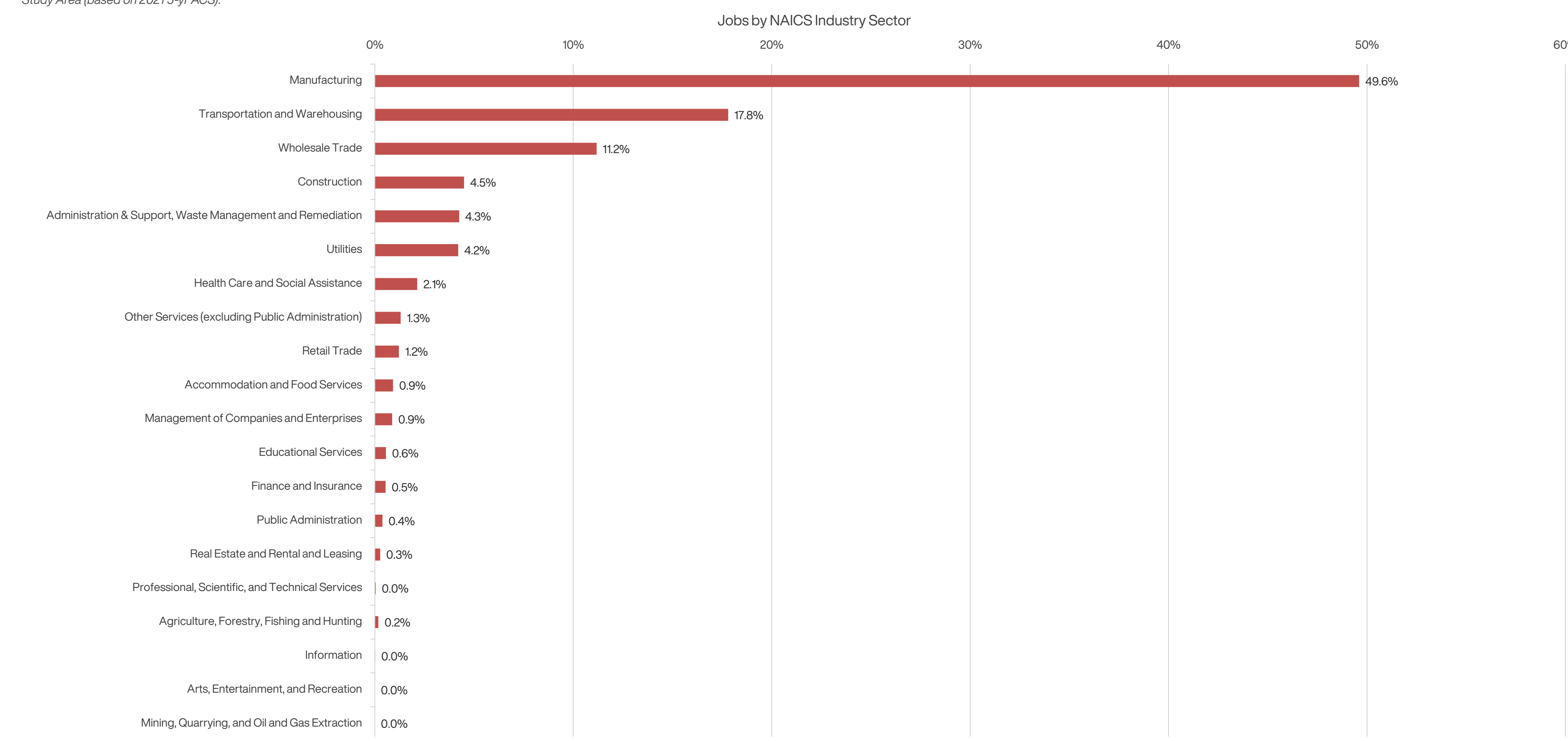
Source: ACS 2021 5-year estimates. Metroplan calculations from grouped household income and aggregate per capita income figures for Study Area (based on 2021 5-yr ACS).



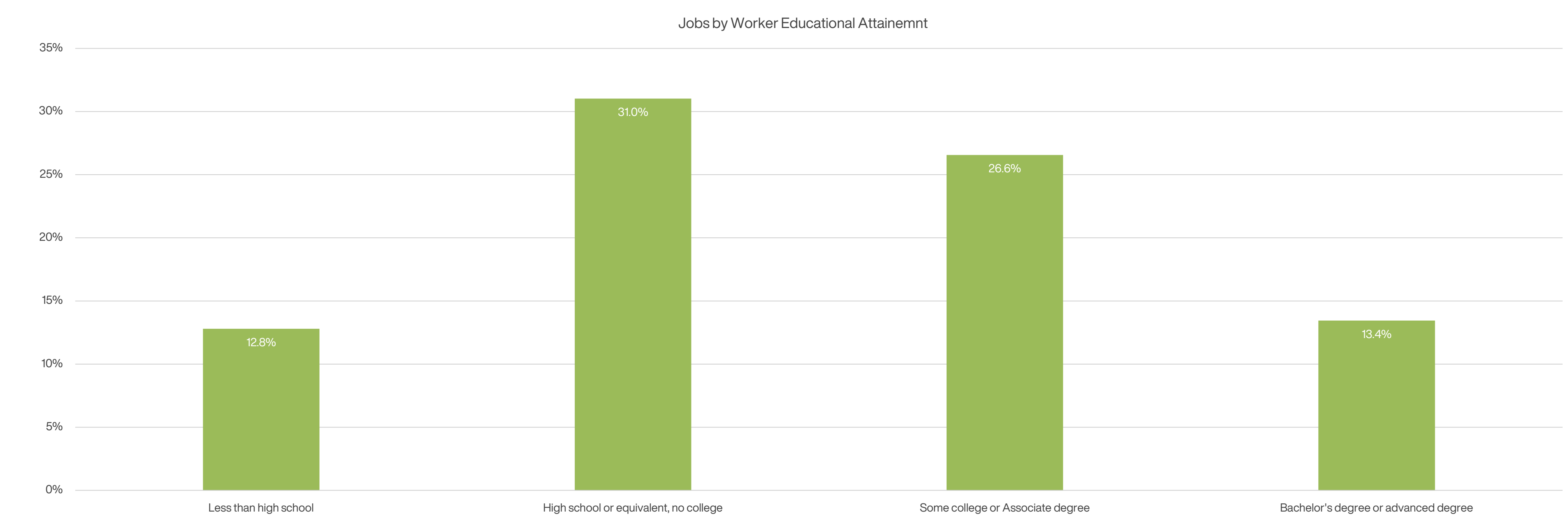
Source: ACS 2021 5-year estimates. Metroplan calculations from grouped household income and aggregate per capita income figures for Study Area (based on 2021 5-yr ACS).



Source: Census 2010 and 2020, PL-94-171 block-level data.



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).



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*All average daily traffic and travel speed data is sourced from the Arkansas Department of Transportation (ArDOT) and/or RTIS-INRIX.