Cabot, Arkansas

Strategic Transportation Planning Report

March12, 2018

Health, safety, education, quality, professionalism, and progress every day!

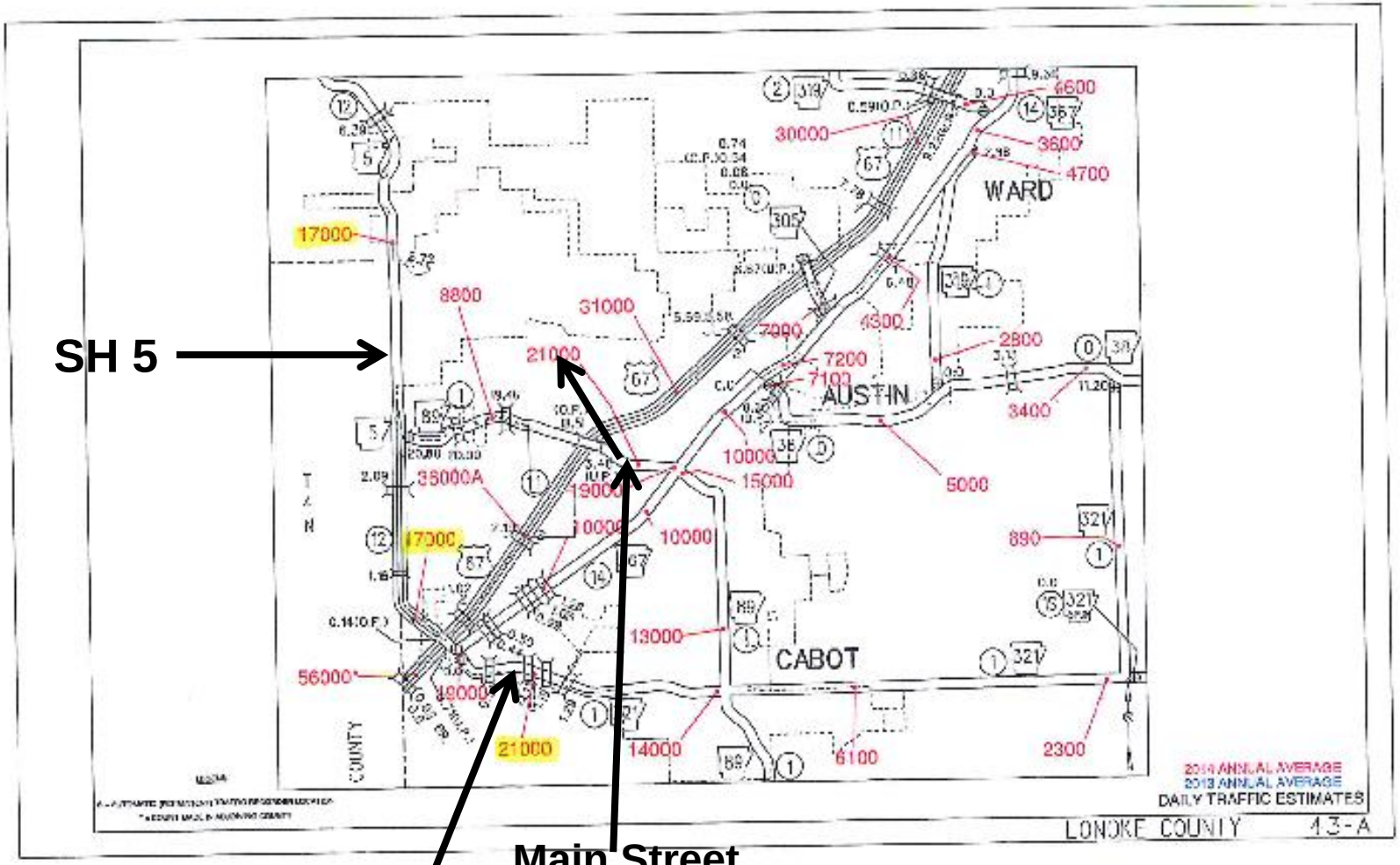
Background

- ***Cabot has exploded over the last several decades from a small hamlet to the nineteenth largest city in Arkansas***
- ***Metroplan projections indicate the current population of 25,433 plus will double by 2050, although according to Metroplan "Metrotrends" projections, the overall trend is one of slowing population growth, which coincides with broader national trends in which both natural population increase and migration are slowing.***
- ***Our aggressive quality of life infrastructure improvements will support community and economic development and include:***
  - ***North Cabot Interchange and transportation loop concept development, Interchange projected to be complete late 2018***
  - ***New Sports and Water Complexes Complete***
  - ***New Event Center Complete***
  - ***New Library complete and in operation***
  - ***Significant Waste Water Collection System Improvements Complete***
  - ***Long Term Water Supply in place as well as wastewater treatment***
  - ***Appropriate strategic infrastructure planning***
  - ***New Senior Center renovated and in operation***
  - ***Community and Economic Development in partnership with the Cabot Chamber of Commerce***

Strategic Transportation Capacity Planning Principals

- ***Lane expansion two to four lanes***
  - ***When traffic volume reaches 8,000 to 12,000 vehicles per day per the ArDOT, planning to expand lanes should begin, cycle two to four years***
  - ***At 15,000 plans should be in place for expansion***
  - ***Plans should be effectuated with funding by 18,000***
- ***In Cabot, given the city is essentially split be a very busy major dual inter modal railroad limiting east west traffic to one major at grade and a north and south overpass and a major controlled access facility US 67 / 167 with only two crossings and a Main Street that is too costly to widen (projected currently at $50,000,000 plus), a looping traffic network around the city is the best traffic management concept***

ArDOT (Arkansas Department of Transportation) Traffic Counts Two to Four or Alternatives Lanes Needed Now



North Cabot Interchange, improvements to Elm and Locust Streets, plus other local improvements and a planned looping concept will reduce workload significantly, 35 - 40%

Highway-89 Main Street Traffic Relief Plan

Cinema Boulevard Improvements

Elm Street Improvements

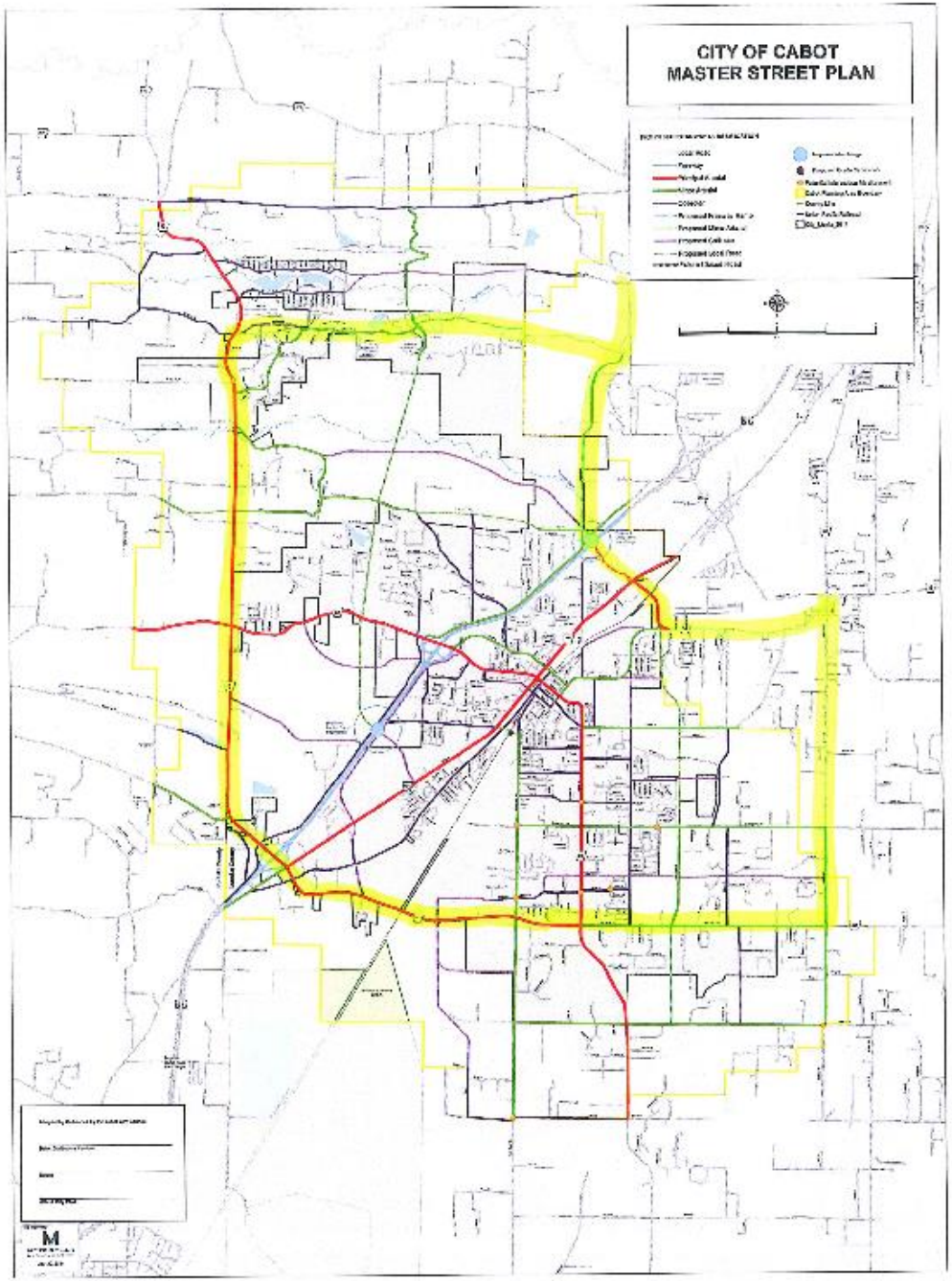
Locust Street Improvements

Cabot Master Street Plan

Planned Looping Concept

Cabot Strategic Transportation Vision and Improvement Plan is available on the Cabot City Web Site

Resolution No. 14 of 2015



Specific Needs

- North Cabot Interchange ,Cabot has provided $10,180,000 and AHTD will provide $15,345,894+
- SH 321 Widening from Exit 16 to SH 89, $16,000,000
- SH 5 Widening from SH 89 to Magness Creek, $17,000,000
- Exit 19 Interchange Improvements, $14,000,000
- Exit 16 Interchange Improvements, $14,000,000
- US 67 / 167 Widening to six lanes from Jacksonville Redmond road, $79,264,377

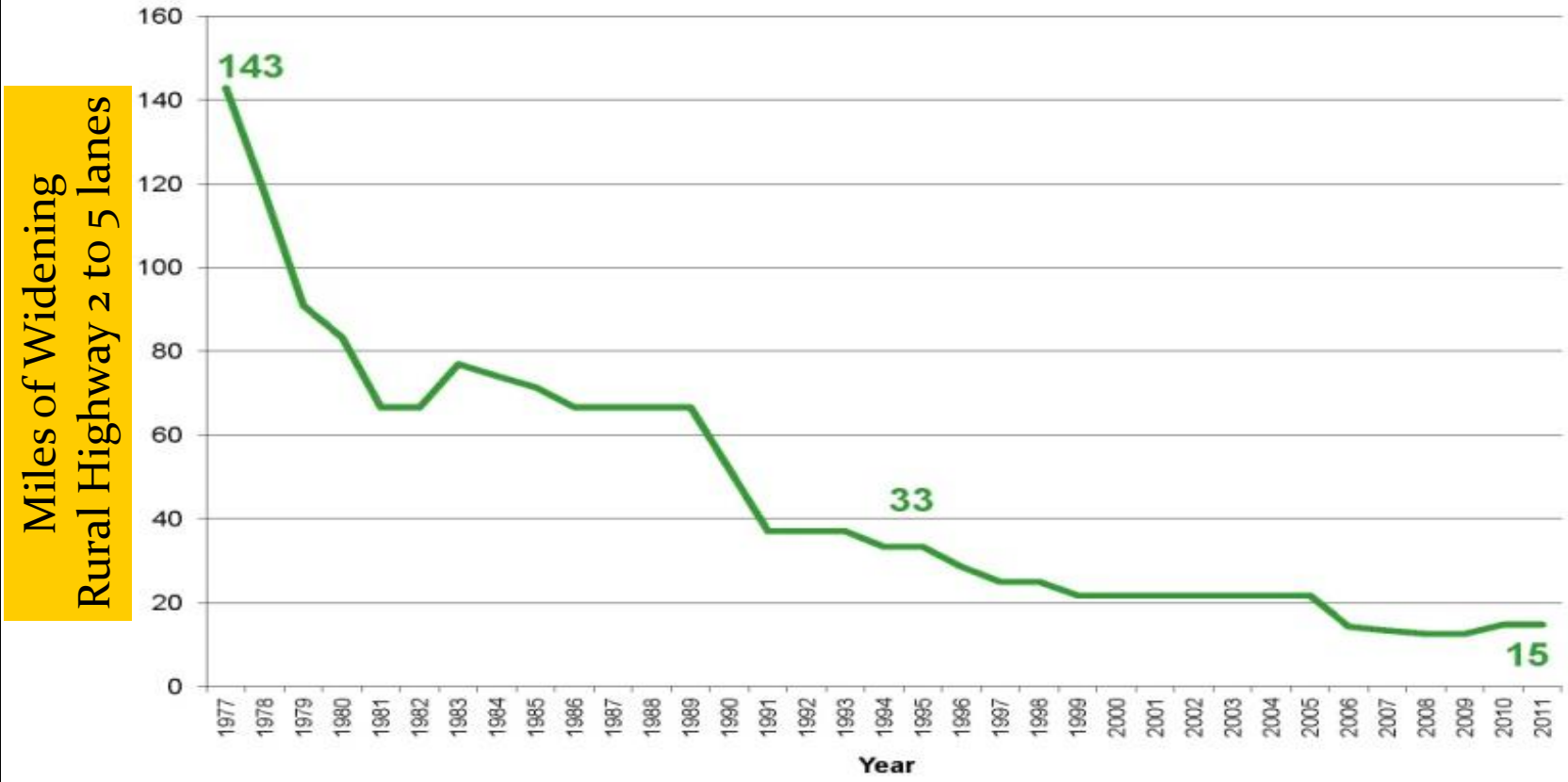
With the exception of the North Cabot Interchange, all project estimates are preliminary subject to final design, bidding, and final contract terms

Facts:

- 12th Largest System in USA
- 42nd Highway Revenue Per Mile

The Shrinking Highway Dollar

$100,000,000 Widening Program



Strategic Planning Challenges

- ***Every major principal arterial in Cabot is a state highway and the Arkansas Department of Transportation (ArDOT) is responsible for maintenance and capacity enhancements***
- ***Metroplan, Cabot is a member, is the designated Metropolitan Planning Organization responsible for the transportation planning process in central Arkansas under federal law and along with the ArDOT is responsible for establishing a State Transportation Improvement Program (STIP) (TIP with Metroplan) that designates federal and state funded capacity and improvement projects for the next five year period 2016 to 2020, 2018 to 2022 planning in progress***
- ***Funding for these projects comes from the Federal Highway Trust Fund and ArDOT funding resources, <u>the city of Cabot cannot</u>, with the current revenue base, support state highway maintenance and capacity improvements***
- ***Cabot with a Strategic Vision and Transportation Plan formally requests by City Council Resolution projects that we want included in the STIP 2016 to 2020***

Cabot's Request to Metroplan

City Council Resolution No. 15 of 2014

City Council resolution No. 15 of 2014 regarding requests for the 2017 -2020 STIP included:

- ***The North Cabot Interchange***
- ***The widening of SH 321 from Exit 16 east to SH 89 from two to four lanes with a turn lane***
- ***US 67 /167 from Jacksonville to Exit 16 at a minimum and ultimately the North Cabot Interchange be widened from four to six lanes with intermediate remedial pavement improvements, which have been completed***
- ***Major renovations to both Exits 16 and 19***
- ***SH 5 widening from two to four lanes from SH 89 north to at least Magness Creek entrance and Elementary School, not included on current STIP but on the ArDOT four lane plan, the City has requested that this be placed on the 2021 – 2022 STIP***

Cabot Has been Very Proactive Regarding Transportation Planning

What has been done!

- ***Both the Transportation Vision and Improvement Plan (Resolution No. 21 of 2014) and Updated Master Street Plan were completed in early 2014 and are keep current***
- ***Both have been approved by City Council Resolutions and sent to both Metroplan and the ArDOT***
- ***Cabot consistently evaluates traffic management and improvements that can not only be accomplished with local authorization and funding, but partnerships with the Cabot School District, Lonoke County and the ArDOT***
- ***The ArDOT and Metroplan have approved the 2017 / 2020 STIP.***
- ***Congress has approved legislation supporting the Federal Highway Trust Fund basically as is and did not provide leadership , vision or strategy for new major state-of-the-art federal legislation including major innovations and adequacy to funding***
- ***The Governor's "Working Group on Highway Funding" Task Force recommendations on major innovations to state funding for ArDOT capacity improvements basically went nowhere in the 2017 General Session of the Legislature with very little, if any, follow-up action***

Cabot Has been Very Proactive Regarding Transportation Planning

What has been done! Continued

- Right turn lane southbound SH 89 at Panther Trail
- Left turn lane westbound SH 321 at Lakewood Drive
- New traffic signal SH 89 and 367 constructed to include the new leg from the North Cabot Interchange
- Three bridge widenings one on Camp Ground Road with a new right turn lane and two on Kerr Station Road
- Stacking lanes at Cabot Middle School North
- Turn lanes at SH 321 and Funtastic Drive, Odom Boulevard, and right turn lane on Locust to SH 89 at Exit 16
- Two roundabouts on the Lincoln Street School corridor
- Merge lanes on the on-ramp to Little Rock at Exit 16
- Traffic signal improvements:
  - LED lighting
  - Upgraded traffic detection system at east side of Exit 16
  - Installed state-of-the-art controllers and technology in cabinets at major intersections
  - Installed state-of-the-art conflict monitors in cabinets at major intersections
  - Certified a staff Traffic Management Technician
  - Obtained grant funding in 2017 for major signal improvements to move traffic with a wireless network, new detection devices, cabinet upgrades, and software

Where are we?

- ***The Federal Highway Trust Fund is virtually broke and will not be fixed short term.***
- ***Congress has only been dealing with short term financing, operating under a continuing congressional resolution and currently under the FAST act,, versus a long term plan, while the nations highway infrastructure is literally crumbling as well as stalled capacity improvements. President Trump's plan appears to be toward cutting funding. Concerns are now forthcoming regarding health and safety issues with the motoring public.***
- ***The federal fuel tax has not been raised since 1993 and is not pegged to inflation.***
- ***The fuel tax only scratches the surface at to what is needed for highway maintenance and capacity improvements.***
- ***Congress is not exploring innovative state-of-the-art alternatives for funding to meet the tremendous financial backlog for highway maintenance and capacity improvements.***
- ***The major principal arterials in the Cabot area are not being adequately maintained or capacity enhancements planned for in a timely manner. Like Congress, Arkansas needs to explore innovative and state-of-the-art alternatives for funding of state highway maintenance and capacity improvements. The Governor's "State Highway Funding Task Force" basically floundered and died in the 2017 Arkansas General Assembly. The ArDOT should be proactive in identifying limited key projects by priority statewide for improvements and recommend taxes to support with a sunset. If those are successful proceed to another segment of needs. The public will generally support understood tax increase projects if they are successfully implemented.***

Where are we?
Federal Highway Trust Fund
12/04/2015

- ***Congress passed a 5-year Transit Bill , However:***
  - ***It doesn't include as much money or last quite as long as it should***
  - ***Senator Boozman and Representative Crawford voted for the Bill***
  - ***Senator Cotton did not, stating:***
    - ***"a bad deal for Arkansas taxpayers and Arkansas Infrastructure***
    - ***"yet another Washington kick-the-can exercise"***
    - ***"avoids any attempt to find a sustainable solution for the long-term infrastructure issues we face"***

- ***2018 The Trump Administration did not initially include highway funding in their infrastructure proposal***

The Bottom Line!

There is a great amount of uncertainty regarding federal funding and state funds are stagnant with an additional $4.8 billion needed over the next 10 years

The Cabot Transportation Vision and Improvement Plan is strained due to lack of funding for capacity improvements to the major principal arterials in the City of Cabot. Residents should communicate with the following and express their concerns and ask for action:

Mailing, email , and telephone numbers on Congress and Arkansas 91st General Assembly Web Sites

Senator John Boozman

Senator Tom Cotton

Representative Rick Crawford

Governor Asa Hutchinson

Senator Eddie Joe Williams (Position currently vacant due to resignation)

Representative Tim Lemons

Representative Joe Farrer

We recently visited with Senators Boozman and Cotton and Representative Crawford along with the Vice Mayor and Chairman of the City Council Public Works Committee Ed Long as well as the Director of Operations for the city

Here is what we told them as well as Senator Williams and Representative Lemons!

We need your help!

- ***Recognize that the uncertainty and lack of funding of the Federal Highway Trust fund is hurting motorists with additional vehicle costs, a safety issue with the motoring public, loss of jobs and wages, and detrimental to community and economic development***
- ***Move taking care of our nation's infrastructure from the back seat to high priority and stop sending money overseas and invest right here at home***
- ***Quickly evaluate alternative and additional funding sources for the Federal Highway Trust Fund starting with raising the fuel tax and/or certainly adjust for inflation as we need funding for the 2017 -2020 State Transportation program and beyond, also consider tax on vehicle staples like batteries, windshield wipers, tires, etc.***

We need your help!

- ***We also need funding from Surface Transportation Grants and the Federal Highway Trust Fund for advanced traffic signal coordination and real time intelligent traffic management often referred to as "Adaptive" traffic signal management***
- ***Support for interstate status of US 67 / 167 "Future Interstate 57" to northeast Arkansas***
- ***We provided the following visuals to make our point:***

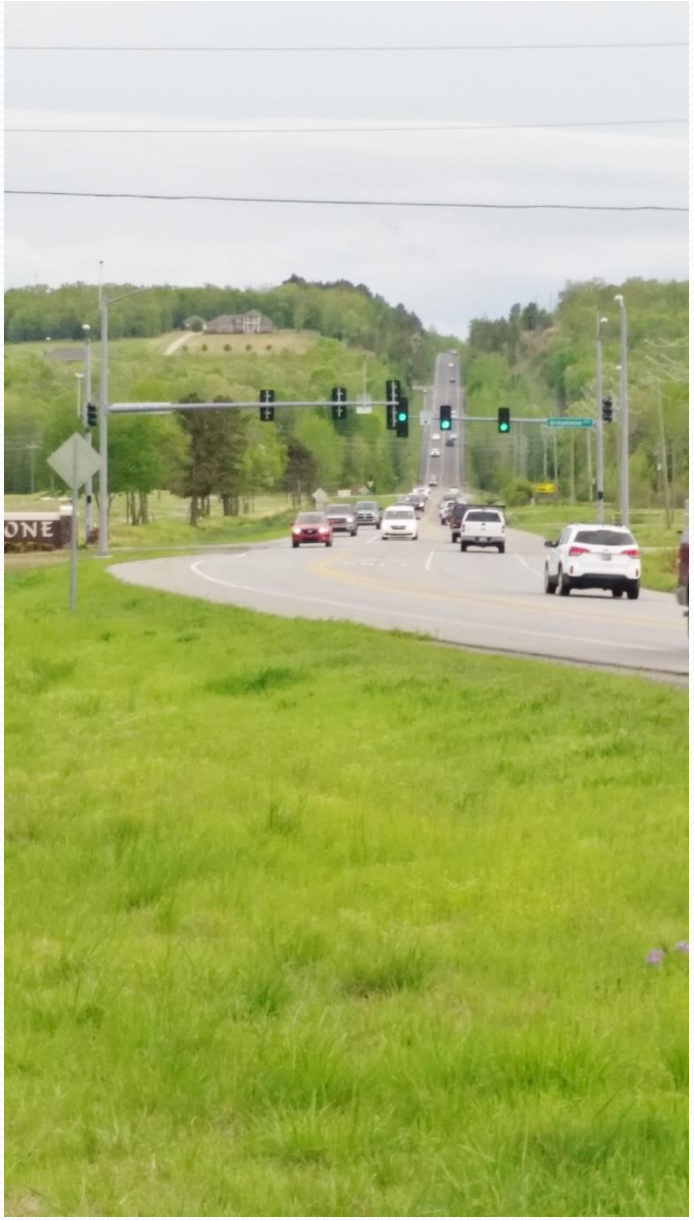
Main Street Downtown Destinations

Main Street at Union Pacific Crossing

Main Street at Exit 19

Exit 16, SH 321 & SH 5

SH 5 at Greystone



Cabot Current State Highway Maintenance issues

SH 367 North

Cabot Current State Highway Maintenance issues

Cabot Current State Highway Maintenance issues

Cabot Current State Highway Maintenance issues

SH 89 at SH 321

Cabot Current State Highway Maintenance issues

SH 89 Exit 16
No lighting or sidewalks

Cabot Current State Highway Maintenance issues

Exit 19

Exit 16

- ***Cabot, Arkansas will continue to focus and work diligently and relentlessly in partnerships to build a traffic infrastructure and state-of-the-art signalization that will support reasonable traffic maneuverability as well as community and economic development.***