

City of Hot Springs

Complete Streets Policy

SECTION 1. VISION

The City of Hot Springs' street network is planned, funded, designed, constructed, operated and maintained to safely accommodate users of all modes, regardless of age or ability. Our vision is that all pedestrians, bicyclists, transit, motorists, freight carriers, and emergency responders will be able to safely move along and across Hot Spring's surface street network.

Many low-speed, low-volume streets already can be considered complete because pedestrians, people of all abilities, cars and cyclists interact safely. Likewise, certain roads with limited current or projected demand from cyclists, transit riders, pedestrians and people with disabilities may be considered complete without modification.

The City of Hot Springs can realize long-term cost savings in improved public health, complementing land use patterns, better environmental stewardship, reduced fuel consumption, and reduced demand for motor vehicle infrastructure through the implementation of this Complete Streets policy.

SECTION 2. PURPOSE AND GOALS

The purpose of this Policy is to provide a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone.

The goals of this Policy are to:

1. Ensure the needs of users are considered throughout the surface transportation network to the greatest reasonable measure.
2. Incorporate the vision, purpose, and goals of this Policy into the project development process for surface transportation projects.
3. Create a balanced, comprehensive, integrated, fully interconnected, functional, and visually attractive surface transportation network.
4. Promote the use of the latest and best Complete Streets design standards, principles, policies, and guidelines within the context of the community.
5. Plan, design, operate and maintain a network of complete streets

SECTION 3. USERS AND MODES

This policy applies to users of all ages and to all modes including but not limited to pedestrians, bicyclists, transit, motorists, freight carriers, and emergency responders and adjacent land users.

SECTION 4. PROJECTS AND PHASES

This policy covers development and redevelopment on public streets, public lands, and public right-of-way within the City of Hot Springs. This includes public transportation projects such as, but not limited to, road and bridge construction, reconstruction, replacement, retrofits, upgrades, resurfacing and rehabilitation.

SECTION 5. EXCEPTIONS

Exceptions to the Complete Streets policy may be documented in writing by the City Manager or his/her designee. Findings with basis for the exception may include one or more of the following:

- 1.) Non-motorized users are prohibited on the roadway.
- 2.) An absence of current and future need.
- 3.) The cost of accommodations for a Complete Streets element is greater than 20% of the total cost of each project.
- 4.) Routine maintenance activities designed to keep assets in a serviceable condition, such as cleaning, sweeping, mowing, sealing, spot repairs, patching, and surface treatments, such as micro-surfacing.
- 5.) Insufficient space to accommodate new facilities, or there is a high risk to public safety due to lack of right-of-way.
- 6.) Funding limitations dictate that funds be prioritized for other complete streets projects.
- 7.) There are insufficient funds in the complete streets budget to construct all of the complete streets projects proposed in a given budget year.

SECTION 6. OTHER AGENCIES

The City of Hot Springs may work with Arkansas State Highway and Transportation Department, Garland County, National Park Service, Tri-Lakes Metropolitan Planning Organization, Arkansas Midland Railroad and other agencies to ensure Complete Streets principles are incorporated in a context sensitive manner to the inter-connected multi-modal network they share.

SECTION 7. DESIGN AND FLEXIBILITY

City Departments of Public Works; Engineering; Parks and Trails, Intracity Transit, and Planning and Development may continue to adapt, develop and adopt inter-departmental policies, urban design guidelines, zoning and performance standards and other guidelines based upon resources identifying best practices in urban design and street design, construction, operations and maintenance.

Guiding documents and resources may include, but are not limited to: The AASHTO Green Book; AASHTO Guide for the Planning, Designing and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; NACTO Urban Bikeway Design Guide; Manual on Uniform Traffic Control Devices; Designing Sidewalks and

Trails for Access Part II of II: Best Practices Design Guide (U.S. D.O.T.); APA PAS Report No. 459: Bicycle Facility Planning; and US Access Board Public Right-Of-Way Accessibility Guidelines; NACTO Urban Street Design Guide.

The City may follow the design manuals, standards and guidelines above but is not precluded from considering innovative or non-traditional design options where a comparable level of safety for users is present or provided.

SECTION 8. *CONTEXT*

No single design standard achieves the Complete Streets outcome. Specific project designs may be context-sensitive, considering adjacent land uses and local needs, and incorporating the most up-to-date, widely-accepted design standards for the particular setting, traffic volume and speed, and current and projected demand. Each project should be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete.

The City of Hot Springs encourages other governmental agencies, jurisdictions and school boards to be proactive by considering Complete Streets principles when selecting or rehabilitating sites. When development sites are located in areas accessible to walkers and bicyclists, cost and congestion impacts can be minimized while users enjoy the health benefits of walking or biking.

The most effective time to address these issues is early in the site selection and facility design process, therefore Complete Streets discussions should begin immediately when new or rehabilitated facilities are being conceptualized.

SECTION 9. *PERFORMANCE MEASURES*

The City should measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

1. Total miles of new bike lanes
2. Linear feet of new pedestrian accommodation
3. Number of new curb ramps installed along city streets
4. Crosswalk and intersection improvements
5. Percentage of transit stops accessible via sidewalks and curb ramps
6. Rate of crashes, injuries and fatalities by mode

SECTION 10. *IMPLEMENTATION*

The City may develop implementation strategies that will include, but are not limited to:

1. Policies and Procedures
 - Evaluate and revise manuals and practices.

- Develop project checklists for the incorporation of Complete Streets elements into projects, plans and other activities affecting public streets, public lands, and the public right-of-way.
- Update the Street Specifications Ordinance to include options for Complete Streets design and principles.
- Incorporate the City's Master Trails Plan into the City of Hot Springs Master Street List.

2. Street Inventory and Pilot Projects

- The City may initiate an inventory process to eliminate gaps in the sidewalk and bikeways networks.
- Identify visible pilot project areas to illustrate connecting network concept and prioritize projects appropriately.

3. Training

- Educate staff, the public and public officials on the principles and practices of Complete Streets.

4. Funding

- The City will commit 20% of the City's street paving budget to fund Complete Streets projects/elements.
- The City will continue to utilize other funding opportunities for Complete Streets projects/elements.

5. Phasing

- Complete Streets Projects that require more than one year of funding will be phased to ensure project completion.