



Hot Springs Area  
Metropolitan Planning Organization  
2030 Long Range Transportation Plan

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Hot Springs Area Metropolitan Planning Organization  
100 Broadway Terrace  
Hot Springs, Arkansas 71901  
Adopted November 3, 2005

## **Participating Agencies**

Garland County  
Hot Spring County  
City of Hot Springs  
City of Mountain Pine  
Hot Springs Village  
The Greater Hot Springs Chamber of Commerce  
The Arkansas State Highway and Transportation Department

## **In Cooperation With**

United States Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

2030 Long Range Transportation Plan  
for the  
Hot Springs Area  
Metropolitan Planning Organization

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# Chapter 1 - Introduction

## WHAT IS THE METROPOLITAN PLANNING ORGANIZATION?

A Metropolitan Planning Organization is a transportation policy-making agency made up of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 required any urbanized area with a population greater than 50,000 people to have a designated Metropolitan Planning Organization (MPO). The Policy Board of the Hot Springs Area Metropolitan Planning Organization (HSA-MPO) of the Hot Springs Area Transportation Study (HSATS) is designated by the governor of Arkansas as the MPO for the Hot Springs Urbanized Area and is known as the Hot Springs Area MPO. The 12 members of the Policy Board represent cities, counties, and transportation agencies from the Hot Springs area. The Policy Board is supported by a 17-member Technical Committee and the MPO staff. The Policy Board relies on the Technical Committee and the MPO staff for analysis and recommendations regarding transportation policy options.

## WHAT DOES THE MPO DO?

The MPO has five core functions and produces three key documents through the transportation-planning process. The five core functions include the following activities:

- Establish and manage a fair and impartial setting for effective regional transportation decision-making.
- Evaluate available transportation alternatives given the size, complexity and nature of the region's transportation system.
- Develop and update a long-range transportation plan for the metropolitan area that addresses mobility and access for people and goods, efficient system performance and preservation, and quality of life.
- Develop a program based on the long-range transportation plan and designed to serve the area's goals.
- Involve the general public in the four core functions listed above.

The three key documents produced by the MPO are:

- **The Unified Planning Work Program (UPWP):** The UPWP is the activity and budget document for the MPO staff and lists the transportation studies and tasks to be performed.
- **The Long-Range Transportation Plan (LRTP):** The LRTP is the strategic planning document that identifies future investments to be made in the region's transportation system.
- **The Transportation Improvement Program (TIP):** The TIP is a three-year funding program implementing the transportation projects and strategies identified in the LRTP.

## **WHY WE NEED A LONG RANGE TRANSPORTATION PLAN**

The Transportation Equity Act for the 21st Century (TEA 21) requires the MPO to develop a Metropolitan Transportation Plan that will:

*...encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution..*

The HSA-MPO 2030 LRTP is the region's Metropolitan Transportation Plan (MTP). Federal regulations refer to the long range planning document as the MTP, for the HSA-MPO the LRTP and MTP are synonymous. The LRTP is a strategic planning document designed to identify and address the transportation needs of the region through the year 2030. The plan's primary use is for a regional long-range plan for federally funded transportation projects. The LRTP serves as the framework for project development and guides public entities in selecting projects for implementation. It also consists of needed improvements for all modes of transportation. It also considers a number of transportation issues, including connectivity, land use, and systems management. As such, the LRTP forms the basis for transportation planning activities within the region and determines the nature of the future transportation system.

## **PLANNING PROCESS**

The United States Department of Transportation (USDOT) relies on the MPO to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive (3-C) planning process. The 3-C process is the foundation for regional transportation planning and includes input and direction from participating cities, counties, community agencies, elected officials and the public. The Hot Springs Area MPO is the agency responsible for coordinating the transportation planning activities for the Hot Springs area. All area plans, projects and programs must be approved by the MPO Policy Board.

TEA-21 legislation requires that metropolitan planning organizations consider seven specific issues or "factors" when developing transportation plans and programs. The seven factors are as follows:

- Factor #1:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Factor #2:** Increase the safety and security of the transportation system for motorized and non-motorized users.
- Factor #3:** Increase the accessibility and mobility options available to people and for freight.
- Factor #4:** Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Factor #5:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Factor #6:** Promote efficient system management and operation.
- Factor #7:** Emphasize the preservation of the existing transportation system.

In addition to the factors listed above, the following federal requirements were incorporated into the HSA-MPO 2030 LRTP development. The transportation plan needs to:

- a. Address at least a twenty-year planning horizon;
- b. Address long-range and short-range strategies that lead to an integrated intermodal transportation plan;
- c. Identify the transportation demands of persons and goods over the period of the plan;
- d. Identify congestion management strategies that demonstrate a systematic approach in resolving current and future demand;
- e. Identify needed pedestrian walkways and bicycle facilities;
- f. Reflect the consideration given to the results of the management systems;
- g. Assess the capital investments and other measures necessary to preserve the existing transportation system and make the most efficient use of existing facilities to relieve vehicular congestion and enhance the mobility of people and goods;
- h. Include sufficient design concept and scope descriptions regarding each proposed transportation improvement described in sufficient detail to develop cost estimates;
- i. Reflect a multi-modal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan including all major transportation investments.
- j. For major transportation investments for which analyses are not complete, indicate that the design, scope, mode and alignment have not been fully determined and will require further analysis.
- k. Reflect consideration of the area's comprehensive long-range land use plans and metropolitan development objectives;
- l. Indicate, as appropriate, the transportation enhancement activities within the area; and,
- m. Include a financial plan that demonstrates the consistency of proposed transportation investments with already available projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total transportation system of the planning period.

## **PUBLIC INVOLVEMENT PROCESS**

The Hot Springs Area MPO Public Involvement Planning and Procedures document was developed in order to guide public involvement throughout each of the plans and throughout the entire transportation planning process. Generally, the public is notified that the planning documents are located in easily accessible places for a given period of time. Plan location and time period as well as HSA-MPO meetings associated with plan development are advertised in the local newspaper by way of media announcements and public notices.

The public involvement process for developing the LRTP has been underway for two years. The Technical Committee met each month over the duration of a year, wherein each member gave a presentation regarding his or her area of interest and expertise and how it related to the Hot Springs area transportation long range plan with documents and information that helped in determining needed transportation improvements. The public was invited to all Technical Committee meetings and had the opportunity to provide input on plans and projects.

The LRTP public involvement process was ongoing during the two years prior to LRTP development. A transportation study was conducted of people in the downtown area to gather opinions on transportation needs and improvements. This study was the "kick off" to the HSA-MPO

long range planning public involvement activities. Two Technical Committee meetings were held where the members worked on the LRTP 2030 goals and objectives to which the public was invited. Further, monthly meetings were held for a long range planning subcommittee to perform specific duties relating to long range projects.

The Technical Committee compiled an unconstrained project list based primarily by merging transportation goals provided from the Greater Hot Springs Chamber of Commerce Transportation Committee, the Focus Garland County findings report, and the City of Hot Springs Comprehensive Plan. For several years prior to implementing the HSA-MPO, the Greater Hot Springs Chamber of Commerce Transportation Committee served a very similar function. Through their efforts, the political subdivisions within Garland County were able to study and request transportation funding with a unified voice. Focus Garland County was a collaborative effort of several organizations in Garland County, including Garland County Government, the City of Hot Springs, the University of Arkansas Cooperative Extension of Garland County, National Park Community College, Garland County Economic Development Corporation, Greater Hot Springs Chamber of Commerce, Hot Springs Advertising and Promotion Commission, and the Hot Springs Village Property Owner's Association initiated in 2000. Through this effort, sixty-eight (68) Voicing Your Vision meetings were held throughout Garland County, in which nearly 1300 Garland County residents participated, voicing their visions for the county in various categories, including transportation. In 1995, the City of Hot Springs contracted with consultants to assist the City in the preparation of a Comprehensive Plan. After approximately two (2) years of public meetings and public hearings, the Comprehensive Plan was adopted in 1997. This plan included a section on transportation planning and goals.

There were a series of three public involvement sessions held in ADA accessible locations to involve the public in the development of the unconstrained project list and goals and objectives. One public involvement session was held at the Garland County Library on Tuesday, December 28, 2004, from 5:30 p.m. till 7:30 p.m. The other two were held in the Transportation Depot conference room during lunch hours on Wednesday, December 29, 2004, and Tuesday, January 4, 2005. Technical Committee meetings, Policy Board meetings and all other planning activities were posted on the bulletin board on the HSA-MPO office door and the City of Hot Springs web site. The planning documents are always available to the public at the HSA-MPO office. The City of Hot Springs web site also posts the HSA-MPO yearly meeting schedule. While public participation was sparse, twelve (12) citizens participated, some new projects were proposed as well as several policy statements. These projects and statements were considered by the Technical Committee and were added to the unconstrained project list.

## Chapter 2 - The Region

The Hot Springs MPO Study Area includes the most highly populated area of Garland County and a very small portion of Hot Spring County. The City of Hot Springs and the City of Mountain Pine are the municipalities located within the transportation study area. Also located within the planning area is a private, gated community known as Hot Springs Village. The Hot Springs area is the eastern gateway to the Ouachita Mountains in Arkansas.

The regional topography is hilly and mountainous, resulting in some steep and winding roadways. This topography creates numerous creeks, natural drainages, and flood plains, many suitable for alternative transportation use as pedestrian and bicycle paths. The downtown Hot Springs street layout is one of a radial grid pattern. The downtown area streets were originally developed in a round radial pattern versus a block grid type pattern as dictated by the topography.

Garland County is approximately 721 square miles and is bounded on the north by Saline and Perry Counties, on the east by Saline and Hot Spring Counties, on the south by Hot Spring County, and on the west by Montgomery County. The study area consists of approximately 327 square miles in the Southeast corner of the county.

Hot Springs has been commonly referred to as *America's First Resort* and one of the south's most popular family vacation and convention destination spots. Set aside in 1832 by the United States Congress (predating Yellowstone by 40 years), Hot Springs Reservation was the first federally protected area created specifically to preserve and protect its unique geothermal springs. Now a National Park, it remains the only unit within the National Park Service with a legislated mandate that requires the park to provide the public with its primary natural resource - water - in perpetuity.

The Hot Springs area offers visitors and residents a wide variety of opportunities for recreation and leisure from natural beauty to numerous historical, cultural, recreational and family attractions. Generally, it has been thought that the main tourist attractions have always been the lakes and mountains. Some say one of the best features is the location in the Diamond Lakes Region of the Ouachita Mountains. Crystal hunting, fishing, water sports, hiking, bicycle touring, mountain biking, trail running, golf, camping, sightseeing and horseback riding are many choices for outdoor recreation. Hot Springs is surrounded by five lakes, collectively known as the Diamond Lakes. Lake Hamilton and Lake Catherine border the City, Lake Ouachita is located approximately 30 minutes from downtown Hot Springs while Lake DeGray and Lake Greeson are approximately 25 miles and 40 miles south and southwest of Hot Springs, respectively. The National Park, the Ouachita National Forest, Two State Parks, Garland County, and the City of Hot Springs all provide for unique venues for hiking, running, walking, and bicycling on trails throughout the area. The City of Hot Springs recently adopted a master trails plan which, when complete, will link the city's trails with those of the Hot Springs National Park.

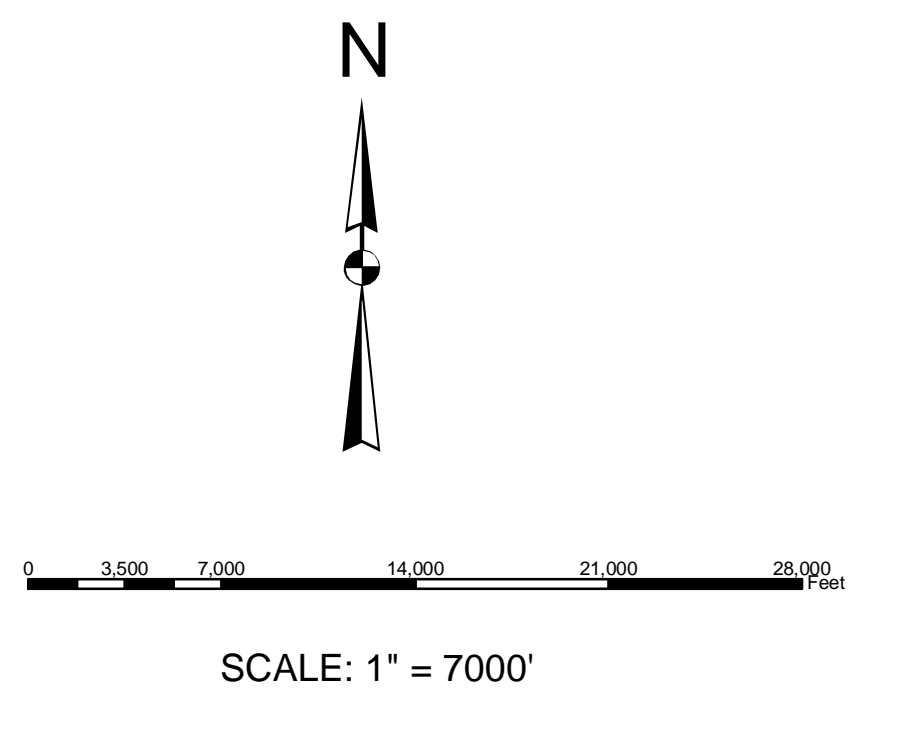
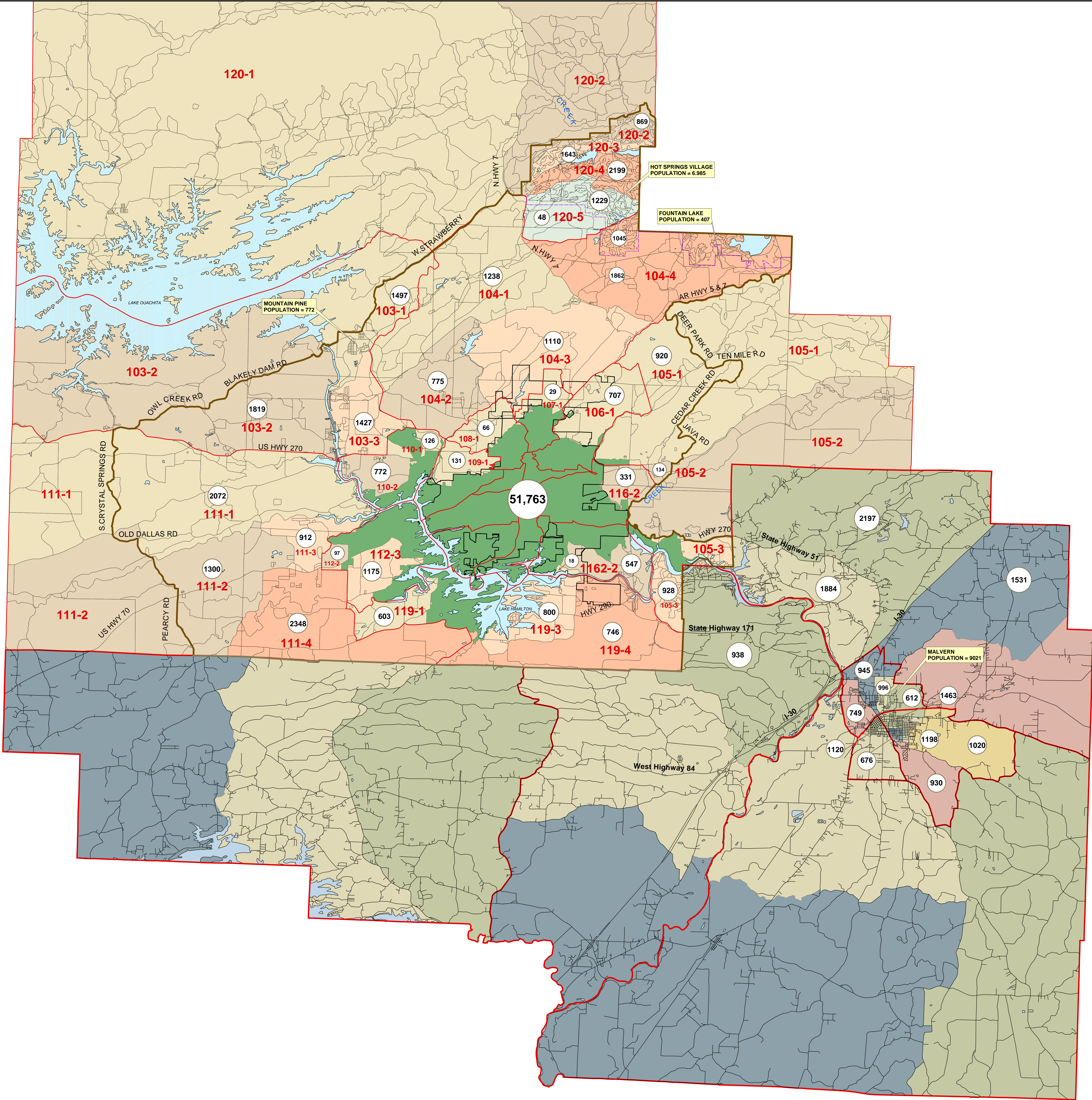
The quality of life in the Hot Springs area is further enhanced with the Garvan Woodland Gardens being located in the southern most point of the city. This is an extraordinary botanical garden located on a 210-acre peninsula on Lake Hamilton maintained and operated by the University of Arkansas.

The Hot Springs Civic and Convention Center, complete with the Summit Arena, the most recent addition to the center which can accommodate up to 6,200 people per event, hosts a wide variety of conventions, conferences, and shows throughout the year. Annual events, such as the Miss Arkansas Pageant, the FLW Pro Bass Fishing Championship competition, and the Harley Owners Group (HOG) rally are held here, to name a few. Magic Springs Theme Park and Crystal Falls Water Park has an outdoor amphitheatre, roller coasters, and water park. The thoroughbreds of Oaklawn Park race during the winter through early spring, plus they provide a simulcast of races from other tracks throughout the year.

Hot Springs is the boyhood hometown of President Clinton. He graduated from the historic Hot Springs High School, which is presently being renovated. One of the homes in which the President resided, located on scenic Hwy. 7, while living in Hot Springs is now a favorite stop for persons touring the area. The development of the arts in Hot Springs has given the city another reason to receive international attention. Acclaimed as one of the nation's fastest growing art centers, Hot Springs has been included in the list of The Top 100 Best Small Art Towns in America along with acclaim in many publications. Hot Springs was designated as a Tree City USA by the National Arbor Day Foundation in 2000 and has maintained that designation for 5 years. **The Hot Springs** Creek Greenway Trail project, which has won two awards for its design, was designated as a Millennium Trail, one of two in the State, in 2000 by the White House Millennium Council.

The City of Hot Springs was awarded the Volunteer Community of the Year Award for excellence in citizen volunteerism several years, most recently in 1999. The volunteer spirit is very active throughout the study area. Neighborhood associations, neighborhood watch groups, volunteer fire departments, and the like empower the communities within the study area. The Garland County Habitat for Humanity project was just awarded national recognition for their excellence in volunteers working to provide homes for qualified citizens. Several of the world's major religions are active in the study area. Volunteers from within these organizations have provided all types of services and relief for their neighbors.

A map of the study area is located on the following page. The explanation for determining the study area boundaries is noted as Appendix D. The study area population, as of the 2000 Census was 83,286. The census counted the Urban Area population at 51,763.



- 83,286** Total MPO Area
- 51,763** Census Designated Urban Area
- 31,523** Additional Planning Area

n:\geodata\map\depcom\garland & hot springs and block population 36x48



## POPULATION PROJECTIONS AND SHIFTS

The regional demographics analyzed throughout this chapter are derived from year 2000 U.S. Census Bureau data and the University of Arkansas at Little Rock Institute for Economic Advancement. These data represent Garland County and not the Hot Springs transportation study area. The Hot Springs study area is the most populated area of Garland County. Future updates to this LRTP need to analyze population figures for the transportation study area based upon the census tracts within the study area boundaries.

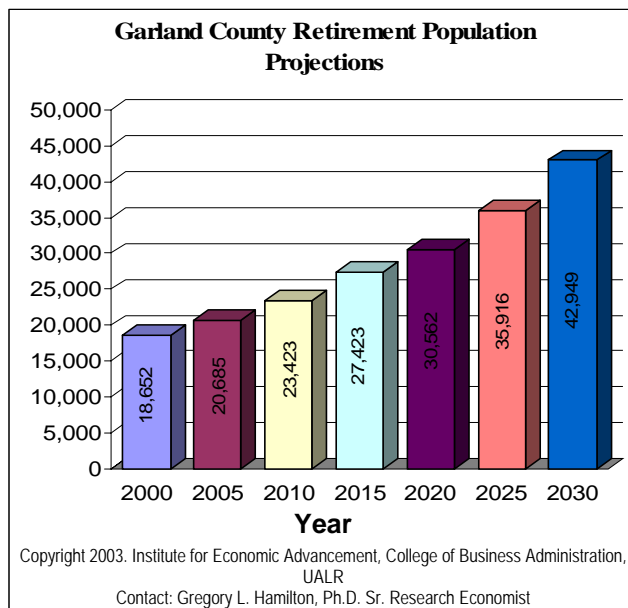
The tables throughout the chapter describe retirement population projections, reasons people moved to the Hot Springs area, demographic and population trends, employment projections, maps of the Hot Springs area, tourism, minority, low-income, elderly, and disabled populations including individuals living below the poverty level.

### RETIREMENT PROJECTIONS

Garland County retirement population projections from 2000 through 2030 (Hamilton; 2003) are presented in Figure 2-1. The United States Census Bureau defines a retiree as one who is 65 years of age or older. This definition is related to age only and not occupation or employment status. An individual can be employed and over the age of 65 but still considered a retiree by the census bureau. Retirement population projections from the year 2000 through the year 2030 show a steady increase in the retirement population.

Approximately 3,000 people will retire to or in Garland County every five years from the year 2000 through 2030. Considering that the population will increase by 5,000 every five years, 60% of the 5,000 are retirees. In 2000, 18,652 people in Garland County were 65 years of age or older. In 2005, this number increased by 2,033 people. The projections show a steady increase of residents in this age group with a substantial, 7,033 person, increase from 2025 through 2030. In Garland County, by the year 2030, there is expected to be approximately 42,949 retired people residing in the area. The total population for 2030 is projected to be 114,603 with 42,949 being age 65 and above. This age group will represent about 37% of the total population. Given the population

Figure 2-1: Garland County Retirement Population Projections





increase among retirees and others, it is of interest as to why these people are moving to the area.

## REASONS FOR RELOCATING TO THE HOT SPRINGS AREA

The Greater Hot Springs Chamber Of Commerce produced a report showing why people moved to Hot Springs in 2004. Title companies provided these numbers and the total number of people that moved to the area were not all counted. However, the numerical variation between these reasons provides a good understanding as to why people moved to Hot Springs. Table 2-1 indicates reasons why people chose to move to Hot Springs in 2004. The most common reason people moved to Hot Springs was the lakes followed by job relocation, family, climate, cost of living, national parks, shopping, restaurants, historic downtown, golf, quality health care, and Oaklawn Park.

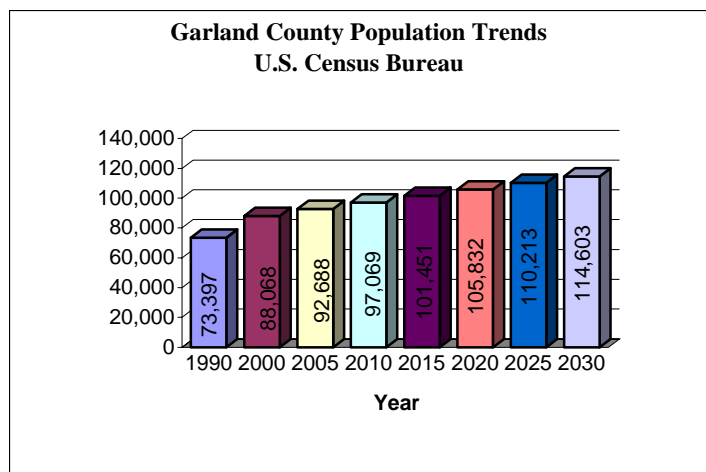
Table 2-1: Reasons People Moved to Hot Springs in 2004

<b>Reasons People Moved to Hot Springs in 2004</b> (Source: Greater Hot Springs Chamber of Commerce)	
Lakes	73
Job Relocation	64
Family	45
Climate	34
Cost of Living	32
National Parks	29
Shopping	23
Restaurants	23
Historic Downtown	21
Golf	14
Quality Health Care	13
Oaklawn Park	8

## DEMOGRAPHIC AND POPULATION TRENDS

Figure 2-2 summarizes U.S. Census Bureau data for Garland County Population Trends. These data begin by utilizing 1990 through 2000 population figures and projecting population growth every five years through the year 2030. In 2000, the Garland County population was around 88,068 and is projected to grow to approximately 114,603

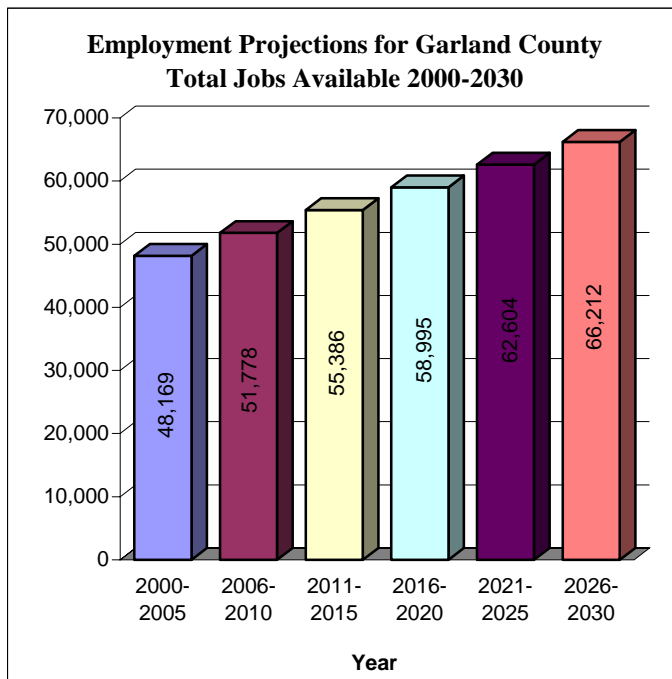
FIGURE 2-2: Garland County Population Trends



by the year 2030. From 2000 through 2030, the population is projected to increase by approximately 4,000 to 4,500 people every five years. In 1990, the population for Garland County was 73,397 and grew to 88,068 in 2000, an increase of 14,671 people within the ten-year time span. The population is not expected to increase at this pace in future decades. However, this population increase has impacted the transportation system within the region. Future transportation studies need to address how the transportation system is being affected by the population increase within the study area. Origin-destination studies are needed to determine tourist travel patterns and the affect throughout the area. The population trends and shifts are important in order to understand the purpose and need when planning for transportation improvements.

## EMPLOYMENT PROJECTIONS

Figure 2-3: Employment Projections for Garland County



The University of Arkansas at Little Rock Institute for Economic Advancement provided employment projections for the Garland County area. The projected total jobs available from the year 2000 through the year 2030 for Garland County are shown below in Figure 2-3. These projections are broken down into five-year increments and show the total amount of jobs available every five years. From years 2000 through 2005 there were approximately 48,169 jobs available in Garland County. Every five-year period after 2005, the amounts of jobs are projected to increase by approximately 3,600

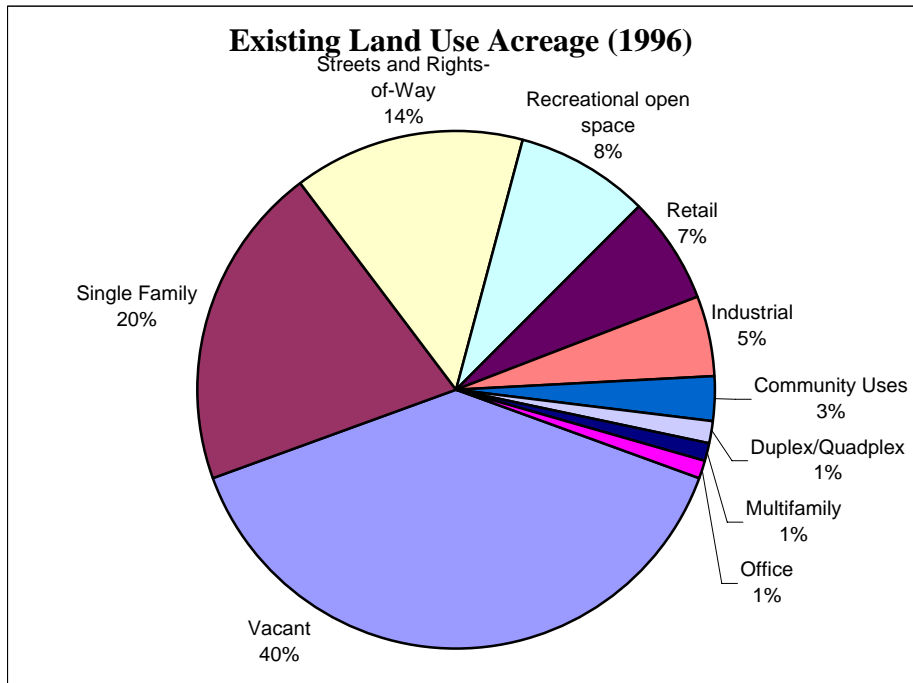
## LAND USE AND DEVELOPMENT CONSTRAINTS

At the time of the HSA-MPO long-range planning data collection and plan development, an area land use plan was unavailable for the Hot Springs transportation study area. Over time, an area land use plan may be developed and incorporated into this plan. However, a Hot Springs city land use plan is available from the City of Hot Springs. Downtown redevelopment plans should be in place at the next update for the LRTP and can be incorporated at that time.

The most recent land use study in the study area was performed by the City of Hot Springs in 1996 for inclusion in the City of Hot Springs Comprehensive Plan. The

results of this inventory are summarized in the Figure 2-4 below. In 1996, 40% of the existing city land use was vacant. According to the Comprehensive Plan, residential development was generally concentrated in the center of the city, becoming less dense farther out except for increased density along Lake Hamilton. Multiple-family dwellings were found throughout the city, again with concentrations in the north central part of the city. Retail uses were generally located along major thoroughfares, especially along Central Avenue and Albert Pike Road. Additional retail development was located along Malvern Avenue and Grand Avenue. Office and community services were concentrated downtown but were found widely scattered throughout the city especially along Central Avenue and Malvern Avenue.

Figure 2-4: Existing Land Use Acreage (1996)



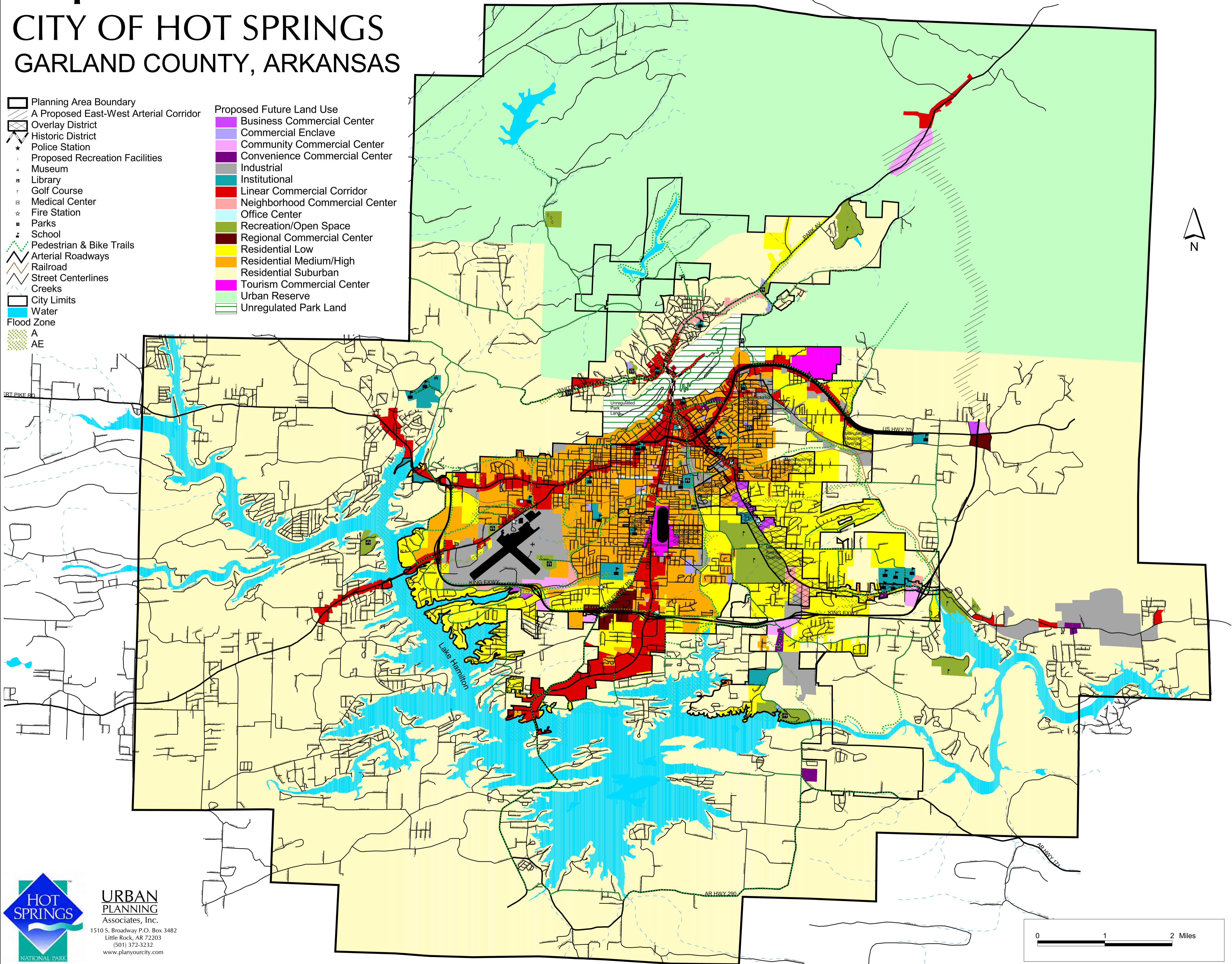
Industrial uses were concentrated in the center of the city and in the northeast part of the city. The airport was the largest single industrial land use in the city. There were two large industrial parks outside the city limits. Active recreational land uses in the city consisted of Hot Springs National Park and Lake Hamilton.

According to the land use inventory, land uses were identified as shown on the Proposed Future Land Use Plan. The pie chart above illustrates the 1996 land use within the City of Hot Springs. This pie chart showed forty percent of all land within the city as being vacant and twenty percent was for single-family housing. For the purpose of this long-range transportation plan, it is interesting to note that fourteen percent of the land use was for streets and rights-of-way. Eight percent was used for recreational purposes,

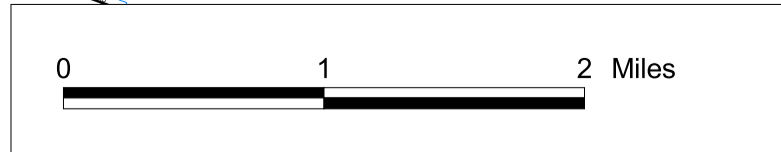
# Proposed Future Land Use Plan

## CITY OF HOT SPRINGS GARLAND COUNTY, ARKANSAS

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li> Planning Area Boundary</li> <li> A Proposed East-West Arterial Corridor</li> <li> Overlay District</li> <li> Historic District</li> <li> Police Station</li> <li> Proposed Recreation Facilities</li> <li> Museum</li> <li> Library</li> <li> Golf Course</li> <li> Medical Center</li> <li> Fire Station</li> <li> Parks</li> <li> School</li> <li> Pedestrian &amp; Bike Trails</li> <li> Arterial Roadways</li> <li> Railroad</li> <li> Street Centerlines</li> <li> Creeks</li> <li> City Limits</li> <li> Water</li> <li><b>Flood Zone</b></li> <li> A</li> <li> AE</li> </ul> | <ul style="list-style-type: none"> <li><b>Proposed Future Land Use</b></li> <li> Business Commercial Center</li> <li> Commercial Enclave</li> <li> Community Commercial Center</li> <li> Convenience Commercial Center</li> <li> Industrial</li> <li> Institutional</li> <li> Linear Commercial Corridor</li> <li> Neighborhood Commercial Center</li> <li> Office Center</li> <li> Recreation/Open Space</li> <li> Regional Commercial Center</li> <li> Residential Low</li> <li> Residential Medium/High</li> <li> Residential Suburban</li> <li> Tourism Commercial Center</li> <li> Urban Reserve</li> <li> Unregulated Park Land</li> </ul> |
|---|--|



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including the National Park. The large vacant area (forty percent) along with the recreation area (eight percent) and retail area (seven percent) indicate the large National Park area with shopping, dining and hotels to be utilized by tourists and residents.

The population projections and shifts, population trends, and employment projections describe population characteristics to plan for transportation improvements over a long-range period. Of particular interest for the Hot Springs area is the age group 65 years of age and older. This population group will have special needs related to transportation planning. Further research is needed to determine what needs these groups of people have and how to plan transportation projects to address these needs.

## Minority, Low-Income, Elderly, and Disabled Populations

This section summarizes population demographics for minority, low-income, elderly, and disabled populations for Garland County. Hot Springs area transportation demographics within the study area boundary need to be analyzed. For the purpose of this plan, Garland County data are utilized.

### Minority Populations

Title VI of the Civil Rights Act of 1964 prohibits discrimination of minority populations in the use of “any program or activity receiving Federal financial assistance.” Title VI refers to intentional discrimination as well as unintentional unbiased policies that can create inequality. Minority population numbers are important in transportation planning in order to ensure equitable services for all members of society. The U.S. Census Bureau collects information on race and Hispanic ethnicity, two distinct categories.

Figure 2-5 illustrates Garland County’s white and non-white racial demographics as reported in the 2000 census. As the figure shows, about 89% of the county’s population is white, and 11% non-white. Slightly less than 8% of the respondents were African-American. In Arkansas, 80% of respondents considered themselves white, while nation wide that figure is approximately 75 %.

These non-white numbers do not include the county’s Hispanic population, since that designation is not a race, but an ethnicity. A person of Hispanic descent can be of

Figure 2-5: Garland County Demographics

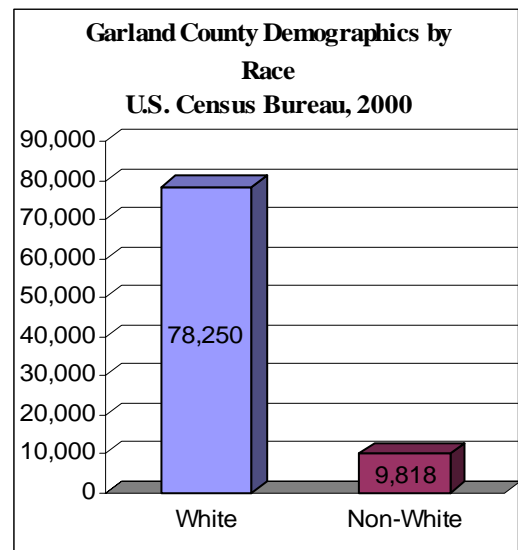
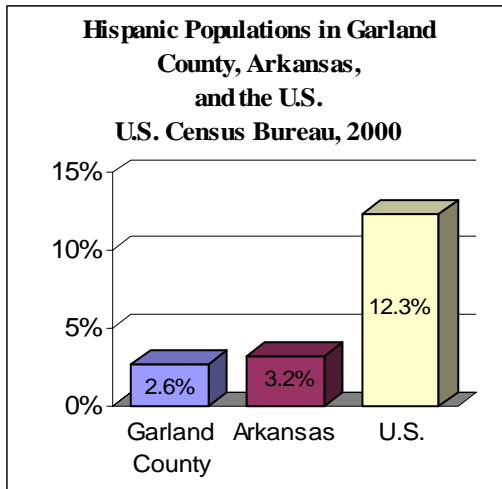


Figure 2-6: Hispanic Populations in Garland County



any race or combination of races, including white. Since 1997, the U.S. Census Bureau has asked respondents questions about their ethnicity as well as their race. At the 2000 census, over 2,200 Garland County respondents—2.6% of the population—classified themselves as Hispanic in origin. In the 1990 census, only 777 respondents in the county, or 1%, were Hispanic. This growth highlights a trend that is being seen across the nation.

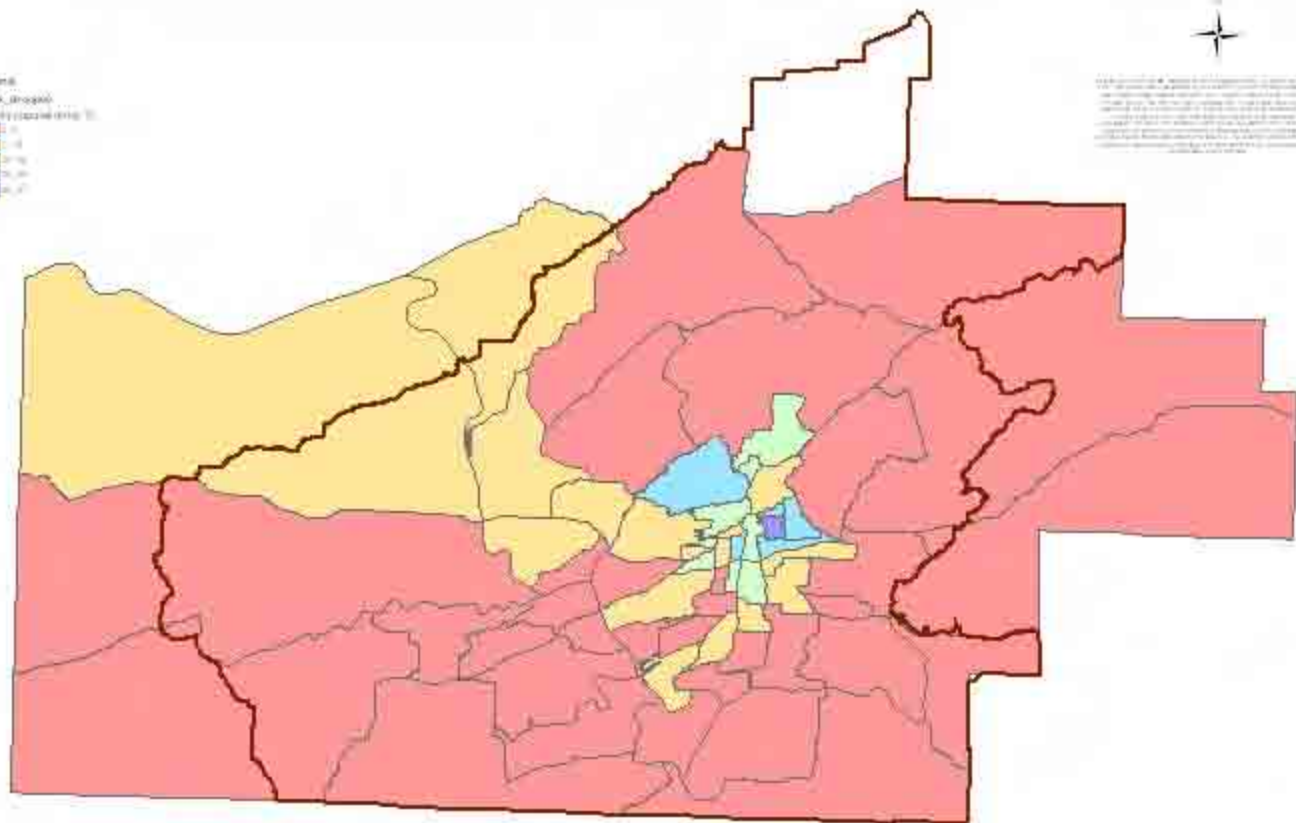
Between the decennial census years of 1990 and 2000, the population of Garland County increased by 14,671 persons, or 20%.

Of that increase the white population grew at a rate of 30%, while the minority population grew at a rate of 29%. The largest minority population is African-American, which grew at a rate of 23% during that same period, indicating that the population is becoming more diverse in its racial composition. The Hispanic ethnic group demonstrated the fastest increase, growing at a rate of 290% during this period. As a percentage of the entire county population the white population fell from 91% in 1990 to 88.9% in 2000. The minority population, rose from 9% in 1990 to 11.1% in 2000, of that the African-American population increased slightly from 7.6% to 7.8% during that same time period. With the minority percentage increasing by 2.1% and the African-American population only increasing by 0.2% of the entire population, it reflects that the area is attracting a more diverse population. For example, the Asian population more than doubled during that ten year span, increasing their percentage of the total to 0.5%. As a group, the Hispanic population increased the greatest percentage, from 1% in 1990 to 2.6% in 2000.

Legenda



Mapa przedstawia wyniki analizy przestrzennej danych o wzroście (średnia) w [nazwa miejscowości]. Wyniki są przedstawione w formie mapy, na której kolory odpowiadają różnym przedziałom wzrostu. Mapa została wygenerowana za pomocą oprogramowania ArcGIS 10.2.1. Dane źródłowe pochodzą z [nazwa instytucji].



### ***Low-Income Populations***

Financial income of the population is another factor to consider in planning for the area's transportation needs. A population that has a lower income level might be in need of more public or alternative transportation options, than one of a higher income level. Census data gives two separate indicators of financial need: income level and poverty level.

Figure 2.7, Household Income Levels in Garland County, located below, graphically demonstrates the annual household income levels reported in the 2000 census. The median household income in Garland County is \$31,724. This is below both the state's median income of \$32,182 and the nation's of \$41,994.

**Figure 2-7: Household Income Levels in Garland County**

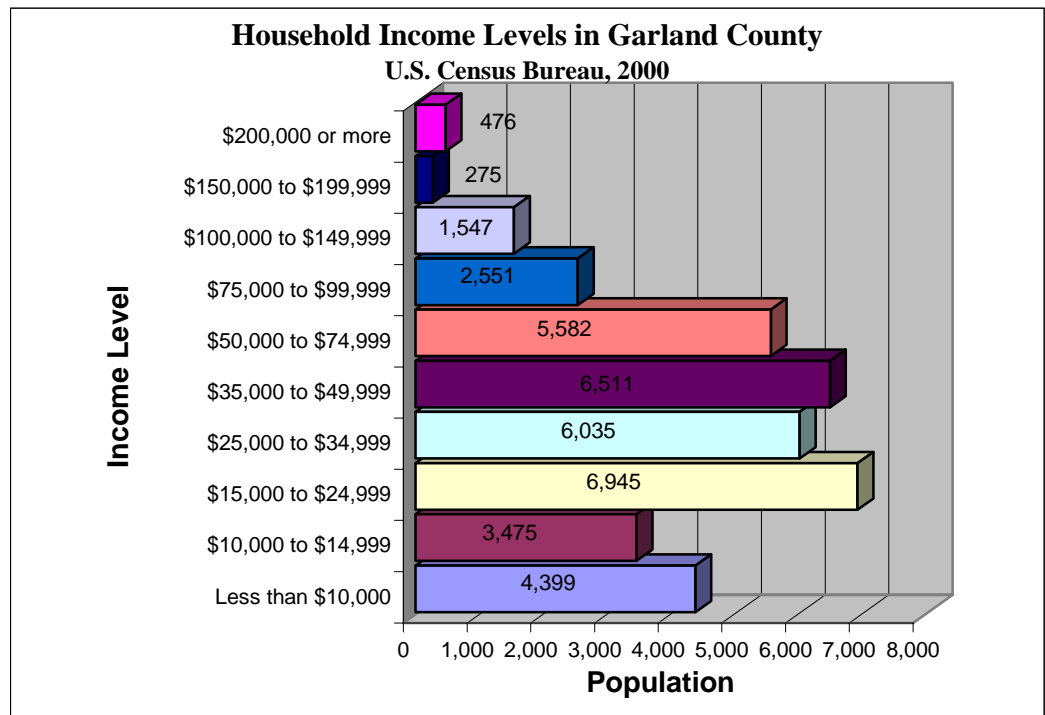


Figure 2.7 further demonstrates that 11.6% of the households in Garland County reported an income of \$10,000 or below. Poverty level is determined by comparing each family's income to a poverty threshold based upon the number of family members and their ages. Figure 2-8 shows a comparison of individual poverty levels in Garland County. About 15% of the county's residents are living below the poverty level.

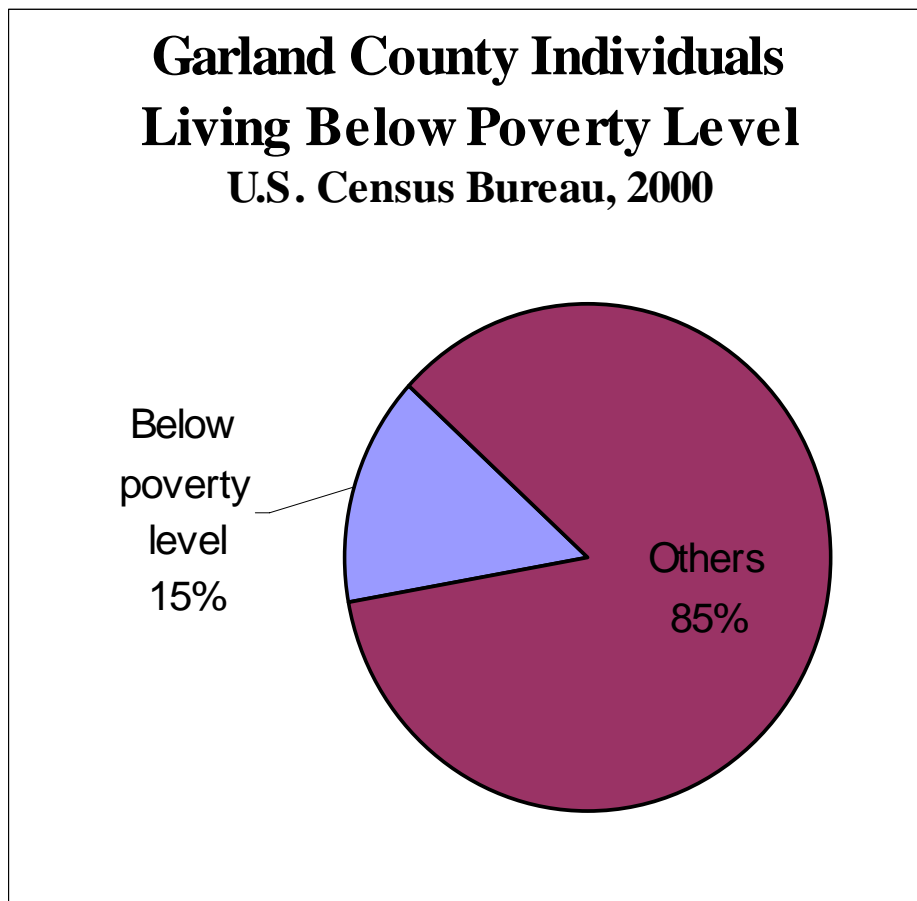
Research needs to be conducted to determine what transportation services best meet the needs of this group. One option for a study for this group includes individual interviews. The Garland County Department of Human Services, in coordination with



the Hot Springs Area Metropolitan Planning Organization could be possible agencies to carry out such a research project.

Poverty thresholds, as defined by the U. S. Census Bureau, vary on sliding scale depending on the number and age of persons in a household. This is a national threshold with no geographical considerations. The threshold income ranges from \$9,060 for a single person household, where that person is 65 years of age or over, to \$42,039 for a household with nine or more residents, at least one of which is a related child under the age of 18 years. In 1999, it was estimated that 1,251 families residing in Hot Springs were living with incomes under the poverty threshold, this calculates to approximately 13.7% of the city's total population. During that same survey, approximately 15.8% of the state's population was living under the poverty threshold. That percentage dropped by 3.3% from the 1989 reports.

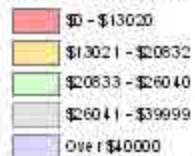
Figure 2-8: Garland County Individuals Living Below Poverty Level



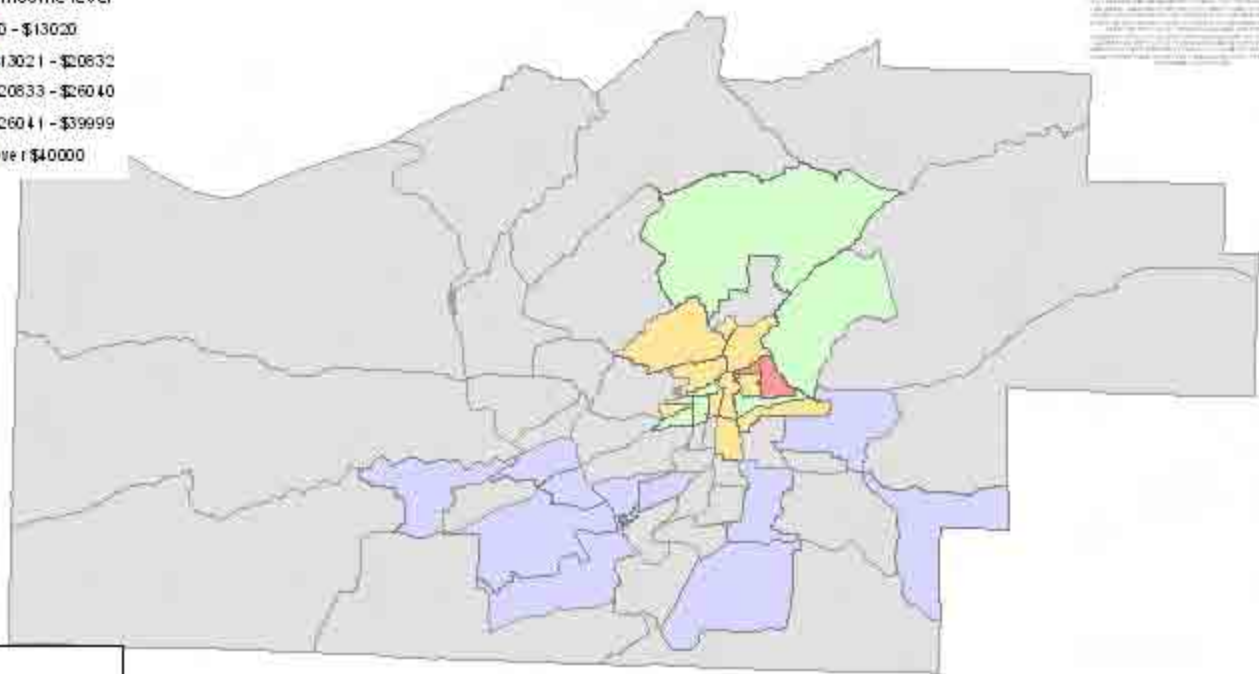
## Legend

### Block Groups

Median Income level



Source: U.S. Census Bureau, American Community Survey, 2008-2012. Median household income by block group. The map shows the distribution of median household income across various block groups. The highest income levels are concentrated in the central urban area, while the lowest income levels are found in the surrounding suburban and rural areas.



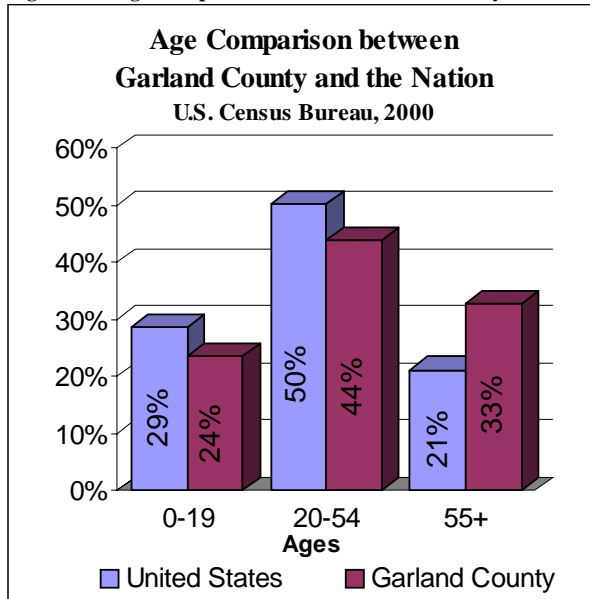
Population By Income level

## ***Elderly Populations***

The Older Americans Act of 1965 listed ten objectives designed to promote the rights of the country's older citizens, which it defined as those 55 and older. One of the listed objectives specifically called for "efficient community services, including access to low-cost transportation...with emphasis on maintaining a continuum of care for vulnerable older individuals." The act was amended in 2000, extending its programs through 2005. The Hot Springs study area has a large percentage of individuals 55 and older. This group of people is expected to increase dramatically over the next thirty years. This section provides descriptive statistics as well as transportation planning options to consider when planning transportation for this age group throughout the long range planning process.

Population projections show that over the next 30 years the number of individuals aged 55 and older will increase. The number of older drivers in the United States will double over the next 30 years. By 2030, one in five Americans will be age 65 or older. In population numbers, the increase is projected from 35 million to more than 70 million.

**Figure 2-9: Age Comparison between Garland County and the Nation**



Retirees constitute the largest number of people relocating to the Hot Springs area. Because of this, the area has an even higher percentage of older residents. Figure 2-9 shows a comparison of ages between Garland County and United States as a whole. In 2000, residents aged 55 and older made up 33% of the population in Garland County, compared to only 21% in the nation. Due to this large percentage of older individuals, special consideration and transportation strategies are discussed below.

## ***Planning for Older Drivers with Special Needs***

In response to a dramatic population shift, the U.S. Department of Transportation recently developed a comprehensive plan for safe mobility for a maturing society. The plan evolved from a series of regional forums, focus groups, conferences and stakeholder roundtables held over a period of several years. This plan addresses the following vision for America's future transportation system:

A transportation system that offers safe mobility to all people and allow older persons to remain independent. Investments in highway and pedestrian infrastructure and public transportation services that support independence.

Medical and social service communities, transportation managers, motor vehicle administrators and caregivers working together to extend safe driving and to offer other convenient and affordable transportation options when driving and walking are no longer options.

Public and private organizations to form new partnerships to enable all citizens to enjoy safe mobility for life.

Highway design and traffic control elements can be improved to better meet the aging population's physical, perceptual, and cognitive needs. In addition, motor vehicle departments, highway safety offices, medical professionals and others can join to help older adults extend their safe driving years. The Federal Highway Administration and the National Highway Traffic Safety Administration have developed resource documents for this emphasis area. The U.S. Department of Transportation also recently released a planning guide entitled, "Safe Mobility for a Maturing Society: Challenges and Opportunities," which establishes the goal of creating a national transportation system that provides safe mobility to all persons for all stages of life.

The U.S. DOT document outlines specific strategies in a broad range of areas that encompass the roadway infrastructure, walkways, vehicle design, specialized vehicle systems, driver competency, public transportation services, public education, and research. The document also calls for the development of action plans at the state and local levels for addressing the safety and mobility needs of the older population. Like the national plan, these state and local action plans need to reflect the input of a broad range of governmental agencies and organizations along with interests in the private sector.

### ***Disabled Populations***

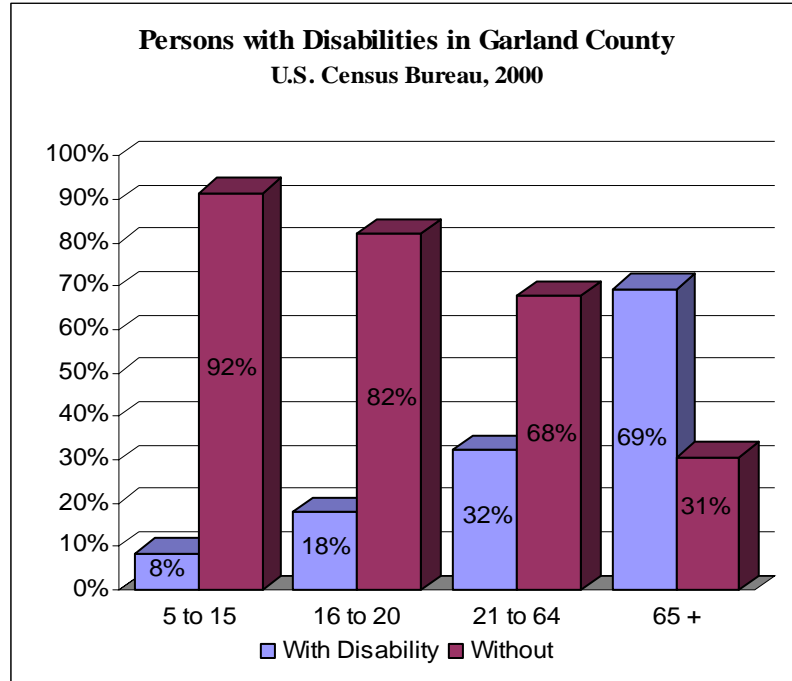
The American with Disabilities Act of 1990 acknowledged that disabled citizens have the same right to access public services and facilities as the rest of society. As a result, communities have begun using paratransit vehicles, which provide curbside-to-curbside public transportation for people with disabilities, to provide for transportation needs of this segment of the population. In order to adequately plan for transportation, the disabled community in the area must be assessed.

Hot Springs is home to the State of Arkansas Rehabilitation Services School. The school averages approximately 300 clients from across the State of Arkansas needing some kind of rehabilitation training, physical, mental, social or a combination, thereof. Typical training sessions range from 6 to 18 months in length. Approximately 25 – 30% of the clientele, at any one time, suffer from physical deficiencies that require special transportation consideration.

The Hot Springs Intercity Transit System (IT) presently operates a curb to curb ADA paratransit system for individuals inside the city limit. As our population ages and more citizens apply for state rehabilitation training, the need for this service will continue to expand.

Figure 2-10 shows the comparison between individuals with and without disabilities in Garland County.

Figure 2-10: Persons with Disabilities in Garland County



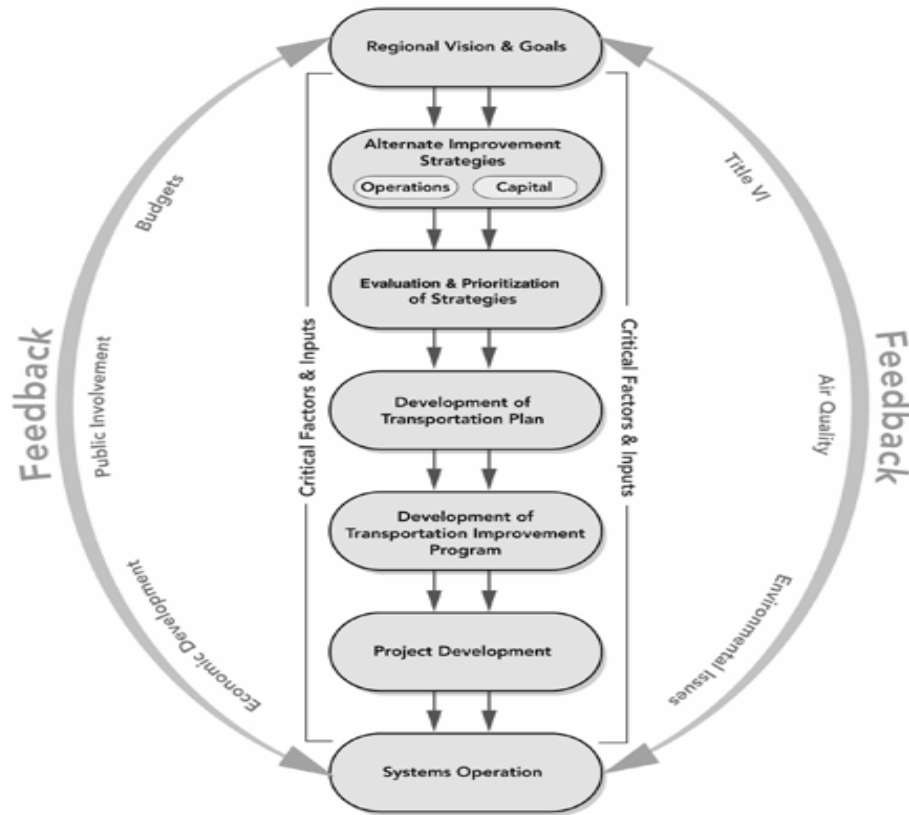
The HSA-MPO, together with partners such as the Hot Springs IT, State of Arkansas Rehabilitation Services, the Area Agency on Aging of West Central Arkansas, and other service providers should initiate discussions regarding special transportation needs in the near future. Once the needs are assessed, a specific strategy should be implemented to address those needs.

## Chapter 3 - Planning Process

The transportation planning process has been designed to encourage proactive public involvement with all types of groups, such as the general public, governmental entities, the business community, community and recreational groups and environmental organizations. Figure 3-1 illustrates a flowchart of the metropolitan transportation planning process that is applied at the metropolitan planning organizations in areas throughout the country, large and small.

This long-range transportation plan has applied most of the concepts and the framework in the flowchart. Chapter 4 outlines the regional goals and objectives. Chapter 6, 7, and 8 have addressed the alternate improvement strategies, both operations and capital are included. Title VI issues, economic development, public involvement and budgets have all been considered when developing this plan. This flowchart will be utilized in most of future planning activities, plans and projects.

Figure 3-1: Metropolitan Transportation Planning Process



The three key documents produced by the metropolitan planning process are illustrated in Figure 3-2 and defined below.

Figure 3-2: Metropolitan Planning Process Documents

	Time / Horizon	Contents	Update Requirements
UPWP	1-2 Years	Planning Studies & Tasks	Annually
PLAN	20 Years	Future Goals, Strategies & Projects	Every 5 Years (3years for non-attainment and maintenance areas)
TIP	3 Years	Transportation Investments	Every 2 Years

**The Unified Planning Work Program (UPWP)**

The UPWP lists the transportation studies and tasks to be performed by the MPO over the course of a year. The UPWP contains several elements:

- The planning work tasks and studies that will be carried out over a one year period;
- All federally funded studies as well as all relevant state and local planning activities conducted without federal funds;
- Funding source identified for each work task or study; and
- The agency responsible for each work task or study.

**The Transportation Improvement Program (TIP)**

The TIP is a financially constrained three-year program covering the most immediate implementation priorities for transportation projects and strategies from the long range transportation plan. It is the region’s way of allocating its limited transportation resources among the various capital and operating needs of the area, based on a clear set of short-term transportation priorities.

Under federal law, the TIP:

- Covers a minimum three-year period of investment;
- Is updated at least every two years;

- Is realistic in terms of available funding (known as a fiscally constrained TIP) and is not just a “wish list” of projects;
- Conforms with the SIP for air quality if the region is designated a non-attainment or maintenance area; and
- Is incorporated into the Statewide Transportation Improvement Program (STIP).

### **The Long-Range Transportation Plan (LRTP)**

The LRTP includes both long-range and short-range program strategies and/or actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. (23 CFR450C, Sec.450.322)

The LRTP has several elements, for example:

- Involving the public and stakeholders in making transportation decisions;
- Identifying policies, strategies, and projects for the future;
- Determining needed projects for transportation services over 20 years;
- Focusing at the systems level, including roadways, transit, non-motorized transportation, and intermodal connections;
- Identifying and coordinating regional land use planning, development, housing, and employment goals and plans;
- Estimating costs and identifying reasonably available financial sources for operation, maintenance, and capital investments;
- Determining ways to preserve existing roads and facilities and making efficient use of the existing system;
- Being consistent with the statewide transportation plan; and
- Being updated at least every five years in an attainment area.

The funding for transportation plans and projects comes from a variety of sources, including the federal government, state governments, special authorities, assessment districts and local government contributions. Federal funding is the primary funding source for plans and programs. The financing provisions introduced in 1991 with the enactment of the Intermodal Surface Transportation Equity Act (ISTEA) and continued in 1998 with the reauthorizing legislation known as the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) are obtained through the Federal Highway Trust Fund and supplemented by general funds. FHWA sources of funding are sent to and administered by the AHTD. The AHTD then allocates the money to urban and rural areas, based on local priorities and needs. Most transit funds for urban areas are sent directly from the



Federal Transit Administration (FTA) to the transit operator. Transit funds for rural areas are administered by the AHTD.

Most federal transportation programs require state or local governments contributing some portion of the project cost. This matching level is established by legislation. Normally, the amount the local governments have to contribute is 20 percent of the project cost.

The federal government holds funding recipients accountable for complying with all applicable federal laws. When local governments directly oversee a federally funded project, the State DOTs are responsible for the local governments' compliance with federal laws.

The ability to transfer funds (with certain restrictions) between highway and transit was introduced in ISTEA so metropolitan areas could apply federal transportation funds to their highest priority transportation projects. Flexible funding is primarily used for FHWA's Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), and FTA's Urban Formula Funds.

## **PUBLIC INVOLVEMENT PROCESS**

The HSA-MPO was formed in February 2003. The HSA-MPO Public Involvement Plan was adopted April 16, 2004. The Public Involvement Plan outlines objectives and strategies for public involvement with UPWP, TIP and the LRTP.

Since February 2003, the HSA-MPO has made great strides in accomplishing planning requirements. The MPO staff, together with the Technical Committee and Policy Board have adopted three UPWPs, maintained, updated and transformed an Interim Program of Projects into a TIP, adopted a TIP, adopted the Public Involvement Plan, along with working for over a year on the 2030 LRTP. With all the planning activities occurring, it has been challenging to apply all or even most of the public involvement objectives and strategies. However, the Public Involvement Plan was produced to enable a broad range of activities, while adopting the first Hot Springs Area MPO plans, as well as updating these plans as the area changes.

The LRTP subcommittee began their work by reviewing the results of transportation plans of two previous studies. These previous studies were the *Focus Garland County Program* and *The City of Hot Springs Comprehensive Plan*. The Focus Garland County program was a year long program that involved some thirty plus public meetings. The comprehensive plan included several public meetings and public surveys.

The LRTP is the focal point of the MPO's planning programs and activities. In accordance with federal requirements, the LRTP assesses the transportation needs of the Hot Springs Area and sets forth improvements necessary to address those needs over no less than a 20-year period. In addition to the public involvement strategies used on an ongoing basis, public involvement activities employed in the process of developing the

LRTP center on disseminating information to and collecting feedback from members of the MPO Policy Board, Technical Committee, the public, and other interested people.

## **LONG RANGE TRANSPORTATION PLAN (LRTP) STUDY FINDINGS**

Among the planning efforts for the LRTP, HSA-MPO staff and Technical Committee members conducted a public involvement session with Hot Springs visitors and citizens to gather opinions on Hot Springs area transportation needs. The Long Range Transportation Planning Study was advertised in the local newspaper. Permission was obtained from the National Parks Service to conduct this session at the intersection of Central Avenue and Reserve Street. The study was conducted on Friday, August 27, 2004 from 9:00 am to 3:00 pm. A Friday was chosen in order to include those who were visiting downtown Hot Springs for the weekend. It should be noted that there were no special events going on. Future studies may be conducted during special events in order to get a broader understanding of transportation needs from tourists.

A questionnaire was designed to gather information regarding transportation needs in the Hot Springs Study Area. The questionnaire is located in Appendix G for review.

## **STUDY ANALYSIS CONCLUSION**

The findings from this public involvement are helpful when considering transportation planning. At the time of this public involvement event, the Intracity Transit City bus system was undergoing a transformation from a rural to urban classification. This transformation in classification is evident in the comments received.

Respondents were closely divided between Garland County residents (54%) and non-residents (46%), which would be fairly typical on any given day at this location. One half drove ten (10) or more miles to this destination, however only 37% considered themselves as tourists. The large majority (69%) arrived by personal vehicle while the second most frequented transportation method used was walking (14%). The three most widely reported transportation obstacles encountered on their journeys were traffic signals, parking, and sidewalks. When asked to identify specific increasing transportation needs, parking ranked number one with 19%, followed by public transportation and four lane roads, each with 11%. Further areas of need included bike routes/land at 11% and sidewalks and crosswalks, each with 10%. These six categories accounted for over three fourths of the responses. Interestingly, when offered the opportunity to recommend any transportation improvements for the area, the respondents suggested adding more traffic lanes, including bicycle and pedestrian lanes, increase the available parking, improve public transportation, and provide more through streets.

When similar responses are offered to questions offered in differing manners, it can be concluded that the general public interviewed at this time and place see a need for improvement in the following categories:

- Add more traffic lanes;
- Add more bicycle and pedestrian lanes;
- Improve public transit;
- Provide more parking; and
- Provide more through or alternate streets.

## **ENVIRONMENTAL JUSTICE PROCEDURES**

The HSA-MPO has included environmental justice procedures into the planning process including the LRTP. Various federal regulations require that infrastructure planning and decision making; social, economic, or environmental matters; public health; and public involvement will be upheld. These regulations include but are not limited to: Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994 and the subsequent U.S. Department of Transportation Order 5680.3, issued April 15, 1997, National Environmental Policy Act of 1969 (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) as amended, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

The HSA-MPO Public Involvement Plan outlines various strategies that foster and implement meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs, policies, and activities. Each of the public involvement meetings, held to date, have been held in areas defined by the 2000 census as being of low to moderate income and having a majority of minority population. The HSA-MPO office is located in this same census tract, thereby offering greater availability to the minority population. The office, being located at the public transportation center, again allows greater involvement access for those dependent upon public transportation. Refer to the low to moderate income census map provided in Chapter 2.

The HSA-MPO will follow the Environmental Justice and Public Involvement Procedures in the attempt to avoid situations where one part of the community accrues benefits while other parts of the community bear a disproportionate burden and pay the cost of diminished environment. Transportation equity strives to provide access, opportunity, and fairness in all transportation related matters to all members of society. The HSA-MPO recognizes that adequate and efficient transportation is a critical factor in addressing poverty, unemployment, equal opportunity goals, and providing equal access to education, employment, and other essential public services.

As Robert D. Bullard assessed in his article in *EJRC Transportation Equity Newsletter Vol. 1, No. 1, Spring 2000*, Environmental Justice focuses on measures to prevent or correct disparities in benefits and costs. These disparities can be placed in three broad categories: procedural inequities, geographic inequities, and social inequities. Procedural inequities relate to unfair, inconsistent or non-uniform methods of decision making that do not involve the diversity of public stakeholders. Geographic inequities concern transportation actions that result in outcomes that favor one geographic area over another relative to diversity and quality of services, resources and investments, facilities and infrastructure, and access to primary employment centers. Social inequities relate to transportation actions that do not randomly distribute transportation benefits and burdens across population groups. This type of inequity often will continue to be borne by several succeeding generations where both benefit and burden become self-perpetuation.

### **HSA-MPO 2030 Transportation Plan (LRTP)**

The planning process to be utilized in the development of the LRTP and subsequent amendments thereto is outlined as follows:

- Working with and through the local communities' planning commissions, present the proposed improvements, resulting from the LRTP preparation and analysis, to the public in each community in a public hearing environment. This is essential since the proposed improvements on the LRTP (with respect to jurisdiction) will ultimately become proposed amendments to the individual communities' master street plans. The public hearings will serve, at a minimum, at least two purposes. First they will satisfy the State Statute, which requires hearings prior to plan amendments, and second, the regional relationships of all of the LRTP's proposed improvements can be addressed and shown to each community, allowing comment not only on the proposed master street plan amendment but also on all projects that are proposed in the LRTP;
- Initiate a speakers' bureau utilizing HSA-MPO Staff that will be offered to the general public in each of the Hot Springs Area communities. It is anticipated that local civic groups, religious organizations, and business associations, among others, will take advantage of this service;
- Conduct informational and educational seminars for the growing international community in the Hot Springs Area. The seminars will present the importance of an informed public in the efficient operations of all transportation modes. The seminars will also address the various transportation services, existing and proposed, for the transportation dependent and disadvantaged and the shared responsibility of the public and the providers to adequately participate in the development of responses to these needs;
- Prepare press announcements for publication in newspapers regarding transportation issues, needs, and the proposed improvements contained in the LRTP;
- Utilize the City of Hot Springs web site as public forums to present all planning activities including an up-to-date meeting schedule and locations where plan

drafts can be reviewed during the plan development. This will include drafts being posted at various locations within the community that are ADA accessible to visitors and comments, concerns, suggestions, or critique of any and all LRTP-related information can be made at the locations or sent to HSA-MPO staff; and

- Striving to satisfy environment justice concerns, public involvement sessions will be conducted in low to moderate income neighborhoods, throughout the study area.

# Chapter 4 - Policy Framework

## GOALS AND OBJECTIVES

The Hot Springs area transportation goals and objectives were developed during long range planning subcommittee and technical committee meetings. Announcements and advertisements were made to invite the public. These two groups met on several occasions and reviewed and assessed goals and objectives from other MPO regions throughout the country. During the meetings, small groups were assigned specific transportation related issues such as; safety, maintenance, environment – natural beauty aesthetics, and transportation system efficiency. The small groups presented long range goals and objectives for the study area. The LRTP goals and objectives were organized and agreed upon by the LRTP subcommittee and technical committee. Several public meetings were held at the Transportation Depot and local library to present the transportation goals and they were then placed throughout the study area for comments from the public. The Technical Committee and Policy Board approved the goals and objectives for the area and are provided below for long range transportation planning.

### *Long-Range Transportation Goals and Objectives*

**Goal** -Ensure the Hot Springs Area’s existing economic vitality and support growth by providing a safe, dependable and efficient transportation system.

#### **Objectives**

- Continue to maintain and improve the existing transportation system
- Be proactive with regard to preventing problems due to increased traffic loads on existing roadways by providing and/or improving alternate routes
- Ensure that the existing and proposed major roadways provide easy connection between major entertainment areas, commercial centers, business districts and large housing concentrations
- Provide roadways and signage that cater to the large tourist industry that supports the area’s economy
- Continue to develop a transportation master plan that provides a high level of service while minimizing the number of accidents
- Provide signalization and signing to allow easy access to the City’s major commercial, entertainment and business centers
- Promote intermodal transportation, including, railway, that provides opportunities for economic site development

### *Regionalism*

**Goal** – Continue to provide a dependable local transportation system that efficiently and logically integrates with the transportation needs of the region.

#### **Objectives**

- Encourage the integration of local and regional roadways to provide a more effective transportation system for the region

- Support the improvement of existing local and regional roadways to better handle and/or divert increases in traffic flow
- Support standardization of roadway construction and design in the area to provide for sufficient, reliable service as regional growth continues
- Request and support state-level transportation projects that provide access to and through Hot Springs and the surrounding area
- Improve and/or construct roadways in the region to serve as convenient corridors for commerce and personal travel

### *Accessibility*

**Goal** – Provide for safe, efficient, and accessible modes of transportation that are consistent with the needs of both local residents and visiting tourists.

#### **Objectives**

- Ensure that the connectivity and capacity of the individual components of the transportation system are consistent with its use
- Standardize street signs and signals in accordance with the latest revision of the Manual on Uniform Traffic Control Devices (MUTCD)
- Improve and/or add signage to provide proper information for both residents and visitors
- Improve access to the regional airport
- Continue to provide a transportation system that provides inviting access from surrounding communities
- Support the development of major truck routes that will minimize disruption to local travel as well as improve the efficiency for the freight industry
- Promote intermodal transportation, including railway where practical, to all major commercial, business and entertainment centers from both within and outside the region

### *Transportation / Land Use Compatibility*

**Goal** – Promote consistency between the transportation system and the use of the area it is designed to serve.

#### **Objectives**

- Improve the planning process to better incorporate an overall street master plan with regards to future growth
- Influence the location of specific industries in certain areas by providing a transportation system that meets the needs of the developer
- Continue to promote tourism by improving and constructing efficient, appealing roadways that are easily navigable by those not familiar to the area

- Support the development of the transportation system that minimizes the negative impact to the area it serves and enhances the quality of life for residents and visitors alike

### ***Environmental Protection***

**Goal** – To protect and preserve the area’s natural beauty by developing a transportation system that enhances the landscape and provides a more environmentally friendly mode of travel.

#### **Objectives**

- Support the development of a transportation system that preserves and enhances the historic and recreational resources of the area
- Preserve the natural resources of the area through protection of existing resources and mitigation of any that are removed or affected as a result of improvements
- Support the design of transportation improvements that least impacts the natural environment while providing an effective and aesthetically pleasing means of transportation
- Preserve and enhance scenic views of historic cultural and other attractive features
- Improve and/or provide alternate sources of transportation such as bike lanes, sidewalks, trails, etc. to promote reduction in traffic and improved health and enjoyment for residents and visitors
- Improve the functionality and aesthetics of existing roadway crossings to encourage pedestrian traffic while providing a safe environment at such crossings
- Promote additional crosswalks that provide for the safe crossing of pedestrians that are elderly, disabled, visually impaired, etc.
- Encourage alternate fuel sources for city operated fleets and transit services and other vehicles to minimize impact to the environment

### ***Public Involvement***

**Goal** – Promote community involvement in the planning and modification of the regional transportation system.

#### **Objectives**

- Keep the public informed of proposed changes or additions to the transportation system through publications and public meetings and provide them with an efficient means to respond
- Promote neighborhood meetings when changes or additions to the transportation system will directly or indirectly affect the area
- Consider the individual needs of the area based on public comment when developing a system to serve that area
- Promote the development of citizen committees that bring ideas and requests to the proper planning authorities



- Promote the development of a system that is mutually beneficial to all those who utilize it, regardless of social or economic class

### *System Management*

**Goal** – Provide direction for the preservation of existing transportation system and planning of future improvements.

#### **Objectives**

- Support the development of programs to facilitate the maintenance of the existing transportation system
- Support state agencies responsible for implementing programs to assist the region with much needed transportation improvements
- Continue to work with local and county officials regarding the promoting, planning, funding and construction of all area improvements to the transportation system
- Promote the safety and security of the transit system

## Chapter 5: Intermodal Transportation System

The FHWA defines *Intermodal* as the ability to connect, and the connections between, modes of transportation. *Mode* is defined as a specific form of transportation, such as automobile, bicycle, pedestrian, subway, bus, rail or air. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) initiated legislation by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY 92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and placed an increased emphasis on public participation and transportation alternatives. This chapter will discuss the Hot Springs area's current modes of transportation and issues related to safety.

The modes of transportation for the Hot Springs area include; automobile, commercial air passenger service, intercity and regional bus service such as Greyhound, rail, truck freight transportation, bicycle, and pedestrian.

### NATIONAL HIGHWAY SYSTEM (NHS)

The NHS consists of approximately 160,000 miles of roadway throughout the United States. The NHS is important to the nation's economy, defense, and mobility. It was developed by the DOT in cooperation with the states, local officials and MPOs, and includes subsystems defined below. Currently, there are 34.883 miles of national highway system in the Hot Springs Study Area. These highways consist of Highways 70 and 270. Map 5.1 on the following page depicts the NHS within the Hot Springs Study Area. Map 5.2 depicts the National Highway System in Arkansas.

#### **NHS SUBSYSTEMS:**

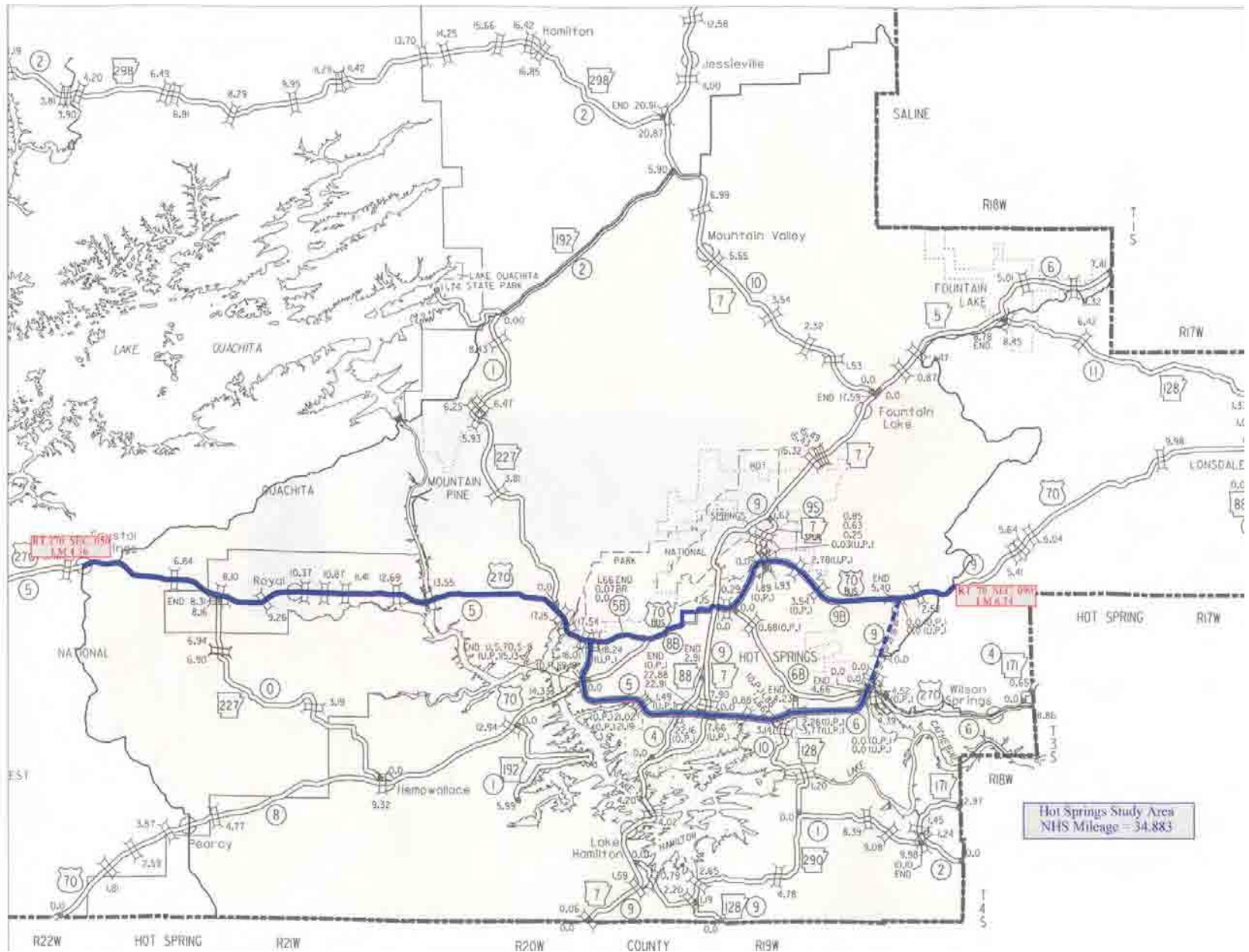
**INTERSTATE:** The Eisenhower Interstate System of highways retains its separate identity within the NHS.

**OTHER PRINCIPAL ARTERIALS:** These are highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.

**STRATEGIC HIGHWAY NETWORK (STRAHNET):** This is a network of highways which are important to the United States' strategic defense policy and which provide defense, continuity and emergency capabilities for defense purposes.

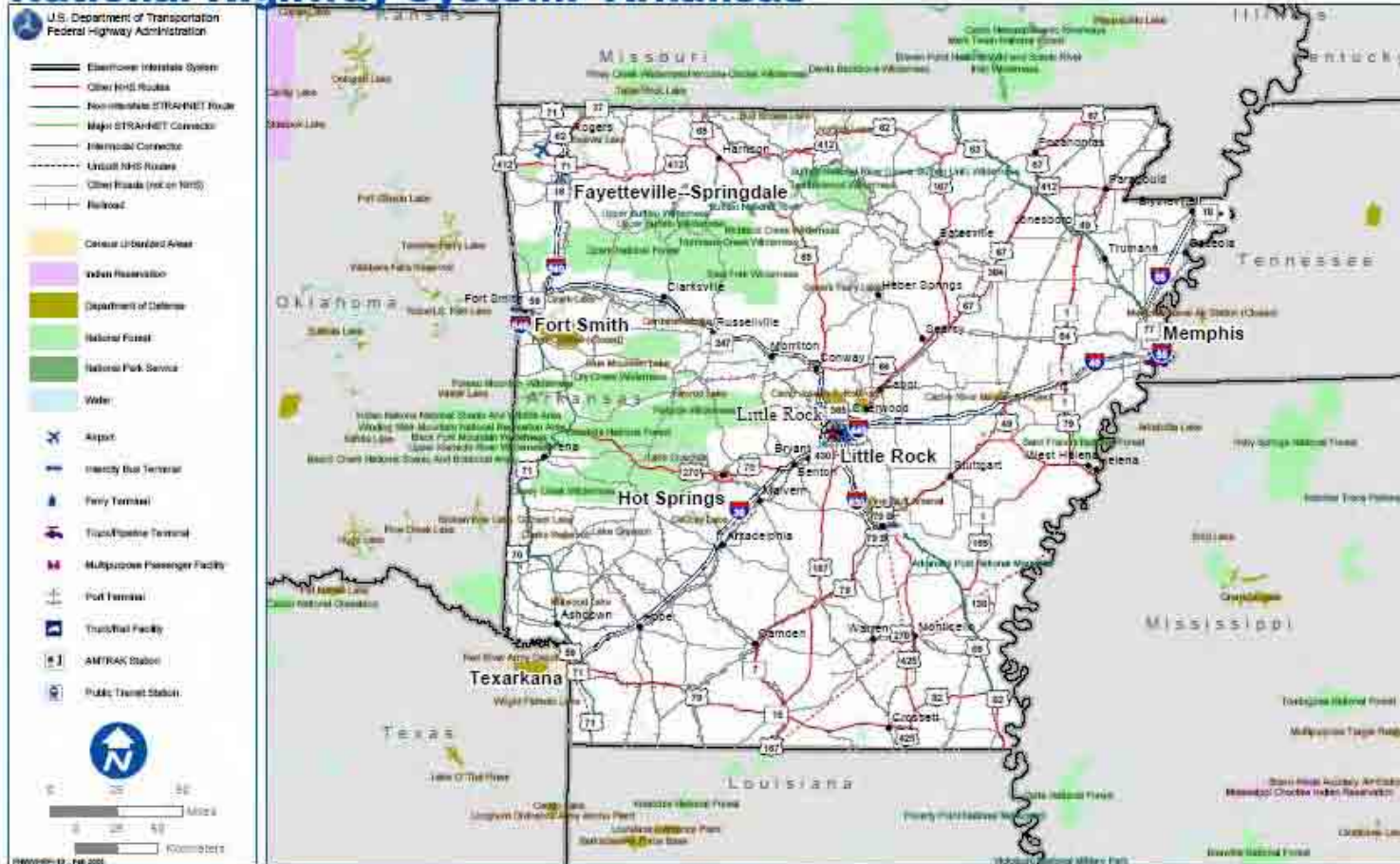
**MAJOR STRATEGIC HIGHWAY NETWORK CONNECTORS:** These are highways which provide access between major military installations and highways which are part of the strategic highway network.

**NHS INTERMODAL CONNECTORS:** These routes are the roads leading to major passenger and freight intermodal terminals, as defined by the FHWA.



Map 5-1: National Highway System: Hot Springs Study Area

# National Highway System: Arkansas



Map 5-2: National Highway System: Arkansas

## ROADWAY ACCESS MANAGEMENT

One FHWA definition of "Access Management" (AM) is the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding system in terms of safety, capacity and speed. Good access management promotes safe and efficient use of the transportation network. AM encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. These techniques include:

**ACCESS SPACING:** Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion and improves air quality for heavily traveled corridors.

**DRIVEWAY SPACING:** Fewer driveways spaced further apart allow for more orderly merging of traffic and presents fewer challenges to drivers.

**SAFE TURNING LANES:** Dedicated left- and right-turn, indirect left-turns and U-turns, and roundabouts keep through-traffic flowing. Roundabouts represent an opportunity to reduce an intersection with many conflict points or a severe crash history (T-bone crashes) to one that operates with fewer conflict points and less severe crashes (sideswipes) if they occur.

**MEDIAN TREATMENTS:** Two-way left-turn lanes (TWLTL) and non-traversable, raised medians are examples of some of the most effective means to regulate access and reduce crashes.

Access Management provides an important means of maintaining mobility. It calls for effective ingress and egress to a facility, efficient spacing and design to preserve the functional integrity, and overall operational viability of street and road systems.

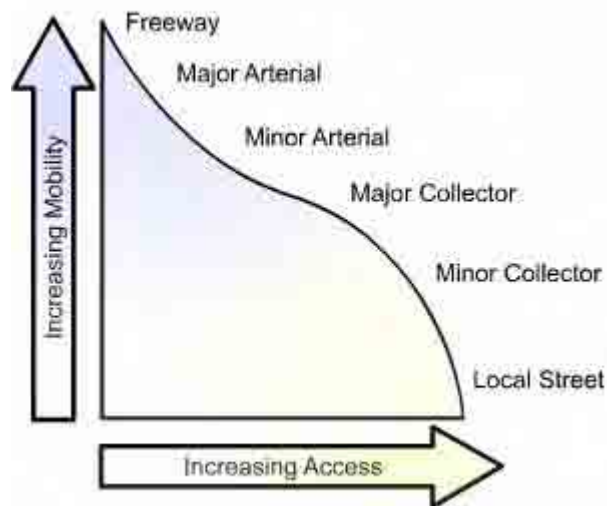


Figure 5-1: Conceptual Roadway Functional Hierarchy

Access Management should address the following areas:

- Facility Hierarchy
- Intersection and Interchange Spacing
- Driveway spacing
- Traffic signal spacing
- Median treatments and median openings
- Turning lanes and auxiliary lanes
- Street connections

In areas of dynamic land development, it is important for jurisdictions to develop access standards that achieve a balance between property access and functional integrity of the road system. Studies show that implementing access management provides three major benefits to transportation systems:

- Increased roadway capacity
- Reduced crashes
- Shortened travel time for motorists

All of the three benefits cited above are essentially the result of minimizing or managing the number of conflict points that exist along a corridor. Imagine the two extremes of the same corridor. In the least intrusive example, no minor-street conflicts exist. Traffic flows freely down an unencumbered corridor "pipe" influenced only by density, weather, and integrity of the roadway. When minor-street conflicts (i.e., "laterals") in the form of driveways and streets are introduced, the mainline flow must adjust speeds and sometimes lanes to avoid all manner of delay and conflicts introduced by the myriad combination of slowing, turning, merging, entering, and stopped vehicles. In many locations, it is necessary to completely stop the mainline flow (via signals) so the minor-street vehicles can even gain opportunity to enter the flow. In short, steady progression is interrupted, and often at uneven intervals.

### **The City of Hot Springs Code of Ordinances and Code Pertaining to Driveways**

The City of Hot Springs uses the following city ordinance related to driveways. Driveways must meet residential and commercial entrance widths. Future research on driveway management throughout the area is needed in order to address possible traffic flow issues.

#### **ARTICLE VII. CURB CUTS AND DRIVEWAYS 15-10-32. General.**

- (a) Curb cuts and driveway construction within street right-of-way shall first require a permit from the city. Request for approval, plans and specifications and other requirements of these street specifications shall apply to curb cuts and driveway construction.
  
- (b) The submitted plan shall include:

- (1) existing street curbing, street right-of-way, other driveways, entrances and intersections of streets within one hundred (100) feet of the proposed construction;
  - (2) the horizontal dimensions necessary to accurately locate and size existing pavement, curbs and gutters, sidewalks, rights-of-way and storm drains;
  - (3) the elevations of the existing top of curb and gutter flow line at the centerline of the proposed drive and 50 feet either side of the proposed drive; and
  - (4) the elevations necessary to indicate the grades of the proposed drive.
- (c) Driveways shall have an intersection radius of the back of the curb of five feet for single family residential driveways, ten feet for multi-family residential, and fifteen feet for commercial and industrial driveways.
  - (d) Driveways shall be located such that no part of the driveway apron is closer than forty feet to a point in the nearest street intersection. Said intersection point shall be the point of intersection of the extended lines of the back of curbs of the two intersecting streets. In no case shall the intersecting driveway radius encroach upon the intersection radius of a street or another driveway.
  - (e) The minimum tangent length of curb between driveways on the same property shall be twenty feet.
  - (f) The maximum grade from the street gutter line to the street right-of-way line shall be twelve percent.
  - (g) The minimum width of a single family residential driveway shall be ten feet which shall not include the required five feet intersection radius, and the maximum width shall be twenty-four feet.
  - (h) The minimum width of a driveway for all properties other than single family residential shall be twelve feet and the maximum width shall be forty-eight feet.

## **RAILROAD**

Two rail lines run through the Hot Springs Study Area, one classified as Class I (railroad that provides national rail service) and the other classified as Class III (railroad that provides local rail service). Arkansas Midland Railroad (AKMD) is the Class III railroad. AKMRs' major commodities are aggregates, lumber and aluminum.

The Hot Springs area currently has passenger rail services provided by Amtrack Texas Eagle with stations in Malvern and Arkadelphia. Malvern and Arkadelphia are

about an hour from downtown Hot Springs. Intermodal services such as tourist buses, vans and taxi's are available to transport passengers from train to surrounding areas, including the Hot Springs study area.

Many industries operate in the Hot Springs area that utilize rail for the import of material resources and export of products and by-products. Significant rail volumes move through the area and provide a competitive alternative to freight movements. This increases the need to plan for future rail improvements.

A recreational mode of transportation by train for passengers is currently being considered. The Friends of the Hot Springs Railroad are proposing a narrow gauge railroad that will run from the Hot Springs Transportation Depot to Lake Hamilton, the Belle of Hot Springs, and Garvan Woodland Gardens.

## **RAILROAD-HIGHWAY CROSSINGS AT GRADE**

There are 59 railroad-highway grade crossings within the HSA-MPO area. Of these, 52 are public crossings and 7 are private roadways.

Safety at grade crossings is important to the HSA-MPO. According to U. S. Department of Transportation statistics, Arkansas ranked 13<sup>th</sup> highest in the nation in 2002 in the number of grade crossing accidents with 84. States with higher incidents in 2002 were Texas (325), Indiana (175), Illinois (175), Louisiana (149), Ohio (141), Georgia (141), California (140), Alabama (118), Florida (99), Michigan (97), and Mississippi (97).

The Arkansas State Highway and Transportation Department (AHTD) is the responsible agency to determine the appropriate level of warning devices for each crossing consistent with the guidelines contained in the Manual of Uniform Traffic Control Devices (MUTCD). At minimum one crossbuck will be required at each public crossing with additional warning devices recommended being electric flashers, cantilevered flashers or a combination of flashers and gates.

Further research and study is needed to determine safety conditions for rail grade separations throughout the area.

## **AREA BRIDGES**

The FHWA defined bridge deficiencies in two categories, Structurally Deficient (SD) and Functionally Obsolete (FO). Bridges in these two categories qualify for Bridge Rehabilitation and Replacement funds. A structurally deficient bridge is restricted to light vehicles only or requires immediate rehabilitation to remain open or is closed. Specifically, a SD bridge has one or more of its major elements such as deck, superstructure or substructure rated as poor, serious or critical. The structural condition or waterway adequacy is appraised as basically intolerable, requiring a high priority of replacement. However, this does not imply that a collapse is imminent or that the bridge



is unsafe. The bridge can continue to serve if vehicle loads are restricted to the recommended maximum loads. Some structurally deficient bridges do not require load posting, while some do.

Specifically, FHWA defined a functionally obsolete bridge as one that has deck geometry, under clearances, or approach roadway alignment is appraised as basically intolerable, requiring a high priority of corrective action or replacement. Further, the structural condition or waterway adequacy is appraised as basically intolerable, requiring a high priority of corrective action or replacement. An FO bridge has features that no longer meet the usual criteria for the system with regard to deck geometry, load capacity, vertical or horizontal clearances or roadway alignment. An FO bridge has geometric deficiencies that can be improved by the use of roadway striping, signs, signals and crash conditions. Any FO bridge classification is excluded from SD.

## **HOT SPRINGS INTRACITY TRANSIT (IT)**

Hot Springs Intracity Transit(IT) has provided the City of Hot Springs with public transportation service since January 1981. IT operates a system of three fixed routes, curb-to-curb ADA paratransit service and seasonal downtown trolley service. The fixed routes and ADA paratransit services operate Monday through Saturday. Trolleys run during various times of the year mainly to transport tourists to destinations such as the Hot Springs National Park, Magic Springs, Oaklawn Racetrack, and the downtown area.

The three fixed routes provide transportation to and from the major business sectors. A map of the current transit routes is provided as shown on Map 5-4. Route 1 runs from the Transportation Depot south on Central Avenue with major stops at Oaklawn Park, St. Joseph's Regional Medical Center, Temperance Hill Square Shopping Center, the Hot Springs Mall, Wal-Mart on Central Avenue, and Cornerstone Shopping Center. Route 2 runs from the Transportation Depot along Albert Pike or Highway 70 West, making stops at the Senior Citizens Center, Price Cutter, Mid America Park, National Park Community College, and Wal-Mart (on Albert Pike). Route 3 serves the downtown Historic District of Hot Springs as well as Malvern Avenue with major stops at the Downtown Fountain, the Majestic Hotel, the Central Parking Plaza, Harvest Foods, National Park Medical Center, Mountain View Towers, and Hill Wheatley Plaza.

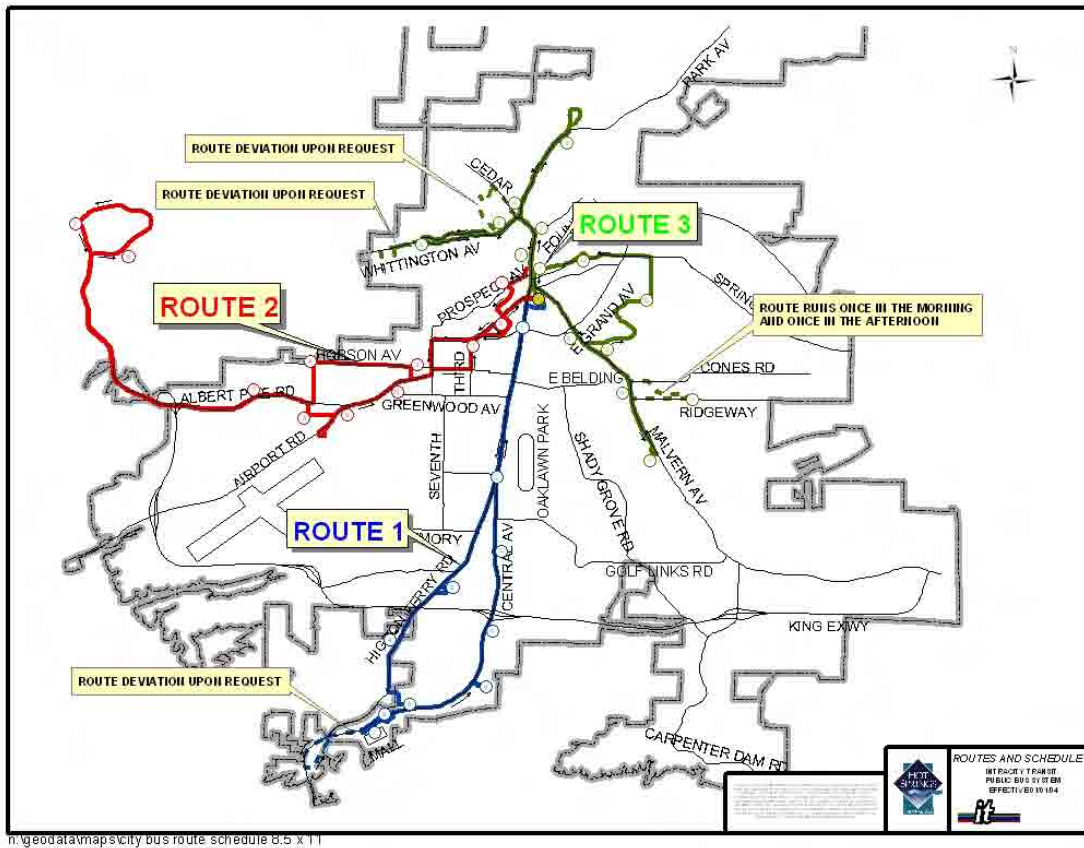
The ADA paratransit service provides curb-to-curb minibus service to eligible elderly and disabled citizens. It has seen an increase in ridership over the past few years. This increase in paratransit ridership will need to be addressed in the upcoming transit studies to determine the current level of service and future needs with possible expansion throughout Garland County. Due to the percentage of persons aged 65 and older, it is expected that the need for the paratransit service will continue to grow.

The trolley service operates Tuesday through Saturday from Memorial Day through Labor Day, running from the Transportation Depot to the Hot Springs Mountain Tower and Magic Springs. Transportation to Oaklawn Park operates on an as-needed basis during the thoroughbred-racing season.

The current transit system has changed from a rural classification to an urban classification with the designation of Hot Springs Urbanized Area pursuant to the 2000 census. Future system capital needs include security cameras at the transportation depot and on buses, electronic fare boxes, and GPS tracking systems. These items would need to be considered in a regional ITS plan. The transit service area for the fixed routes should also be considered for expansion and operating hours possibly extended. Extending service until 9:00 or 10:00 p.m. might allow more citizens to take advantage of the city's transit system. Existing routes may also have to be extended or routes added. These issues need to be addressed in a transit feasibility study.

The transit feasibility study, planned for 2006, will address such questions as how to expand the current transit system to serve population growth, where to expand service, what type of service, hours of operation, ADA/Paratransit, a look at all transportation providers in the HSA-MPO area, commuter needs from Hot Springs to other surrounding cities, and a coordination of existing services to enable the HSA-MPO residents to have transit access.

As a follow-up to the *Focus Garland County* group meetings, the HSA-MPO agreed to carry out research to determine the feasibility for countywide transportation service as well as coordinated transit services.



Map 5-3: Hot Springs Intracity Transit Bus Routes

## PEDESTRIAN AND BIKEWAY TRAILS

An area bicycle and pedestrian plan is in the UPWP to be developed. MPO staff needs to coordinate with local officials in compiling and analyzing existing plans, projects and policies related to the provision of bicycle and pedestrian facilities in the HSA-MPO study area, with special emphasis on ADA. This analysis should include recommendations for future bicycle and pedestrian facilities and system planning. The *AASHTO Guide for Planning, Design and Operation of Pedestrian Facilities* (July 2004) provides transportation decision makers with regulations and guidelines to provide for pedestrians and bicyclists.

The most recent impetus for a master trail system for the City of Hot Springs emerged from the Comprehensive Parks, Recreation and Open Space Master Plan adopted in August 2000. The section of the plan entitled “High Priorities” recommended that the city “Develop Bike Trails throughout the City of Hot Springs. Provide safe, off-street pedestrian and bicycle linkage to existing and new parks, schools, libraries, and museums, as well as economic, municipal and recreation destinations”. The development of a trail system stands as the top priority of the Comprehensive Parks Plan.

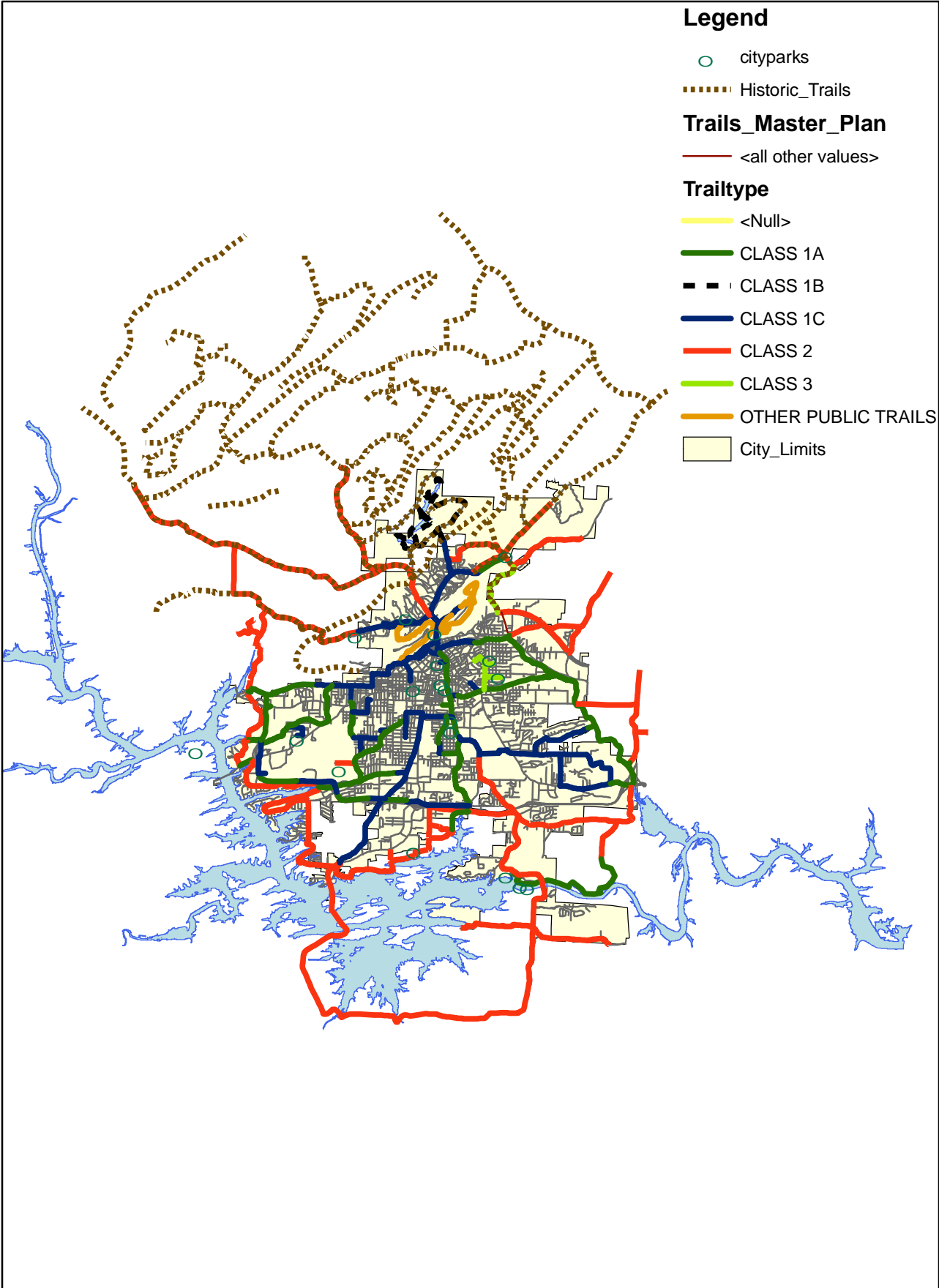
The master plan utilizes loop systems corresponding, where appropriate, to themes based on either the history of the Hot Springs area or natural or man-made features. Furthermore, the system is designed around identified destinations such as business areas, schools, public facilities, and residential areas. This offers the user a chance to utilize the trails for alternative modes of transportation within the city's planning area as well as for health and recreation purposes.

The development of the Hot Springs Trails will actually be a very diverse system that will be a combination of various trail profiles. A large portion of the trail system utilizes the street system of the city. Improvements to street widths, intersection improvements, the addition of sidewalks, and other such improvements will ensure safe travel for trail users and motorist. The level of improvements will vary in each location due to the class of the trail and the existing road profile.

The remainder of the trail master plan is comprised of routes that utilize public utility corridors, private utility corridors, utility easements, undeveloped right of ways, abandoned railroad right of ways, active rail right of ways, creek corridors, and private land conservation easements.

This plan will provide the basis for the creation of a trails system within the city of Hot Springs that will benefit the city and it's citizens on many different levels. The trail system provides the means to allow residents to access all areas of the city via an alternate mode of transportation while providing a premium recreational facility.

# Hot Springs Trails Master Plan



## **INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

A Hot Springs Area Intelligent Transportation Systems (ITS) program should be created to provide an integrated program that coordinates operations and incident management activities on the area's highway and arterial system, link traffic operations agencies, emergency response agencies and transit agencies, and provide real time travel information to the public. The plan should address operational and institutional strategies necessary to implement a seamless statewide transportation plan. It should also contain a number of strategies aimed at improving the safety and efficiency of the roadway system including, but not limited to the following:

- Increasing coordination among incident response and emergency management agencies in situations such as Amber Alerts;
- Providing safer and more efficient traffic flow in urban and rural areas especially through narrow road areas which are impassable by emergency vehicles when normal traffic is present;
- Improving the safety and efficiency of commercial vehicle operations; and
- Enhancing law enforcement.

### ***Hot Springs Area Intelligent Transportation Systems Plan Recommendations***

The following recommendations are based on MPO staff observations and interviews with the Intracity Transit Director, the City of Hot Springs Public Works Director, and the City of Hot Springs Traffic Services Director.

- The formation of an area-wide traffic management center for the entire study area. This would include full time security personnel to monitor existing and future closed-circuit TV cameras. Work has already begun on setting this goal as the City of Hot Springs has installed closed-circuit TV cameras (in the Transportation Depot) and loop detectors at critical areas to monitor traffic.
- Consideration of Intelligent Transportation System solutions in all transportation planning activities in the Hot Springs Area, as a means of improving traffic flow and reducing congestion.
- Development of an integrated incident management system plan for the highway and interstate system.
- Transit safety and security by providing full time security personnel to monitor the transportation system.

An ITS architecture must be developed to implement any ITS related projects. The AHTD will enter into a contract with a consultant to complete a Regional ITS Architecture and Deployment plan as required by the Federal Highway Administration. This architecture will outline the deployment plan for implementing the various components of an ITS system for the region encompassing the HSA-MPO study area.

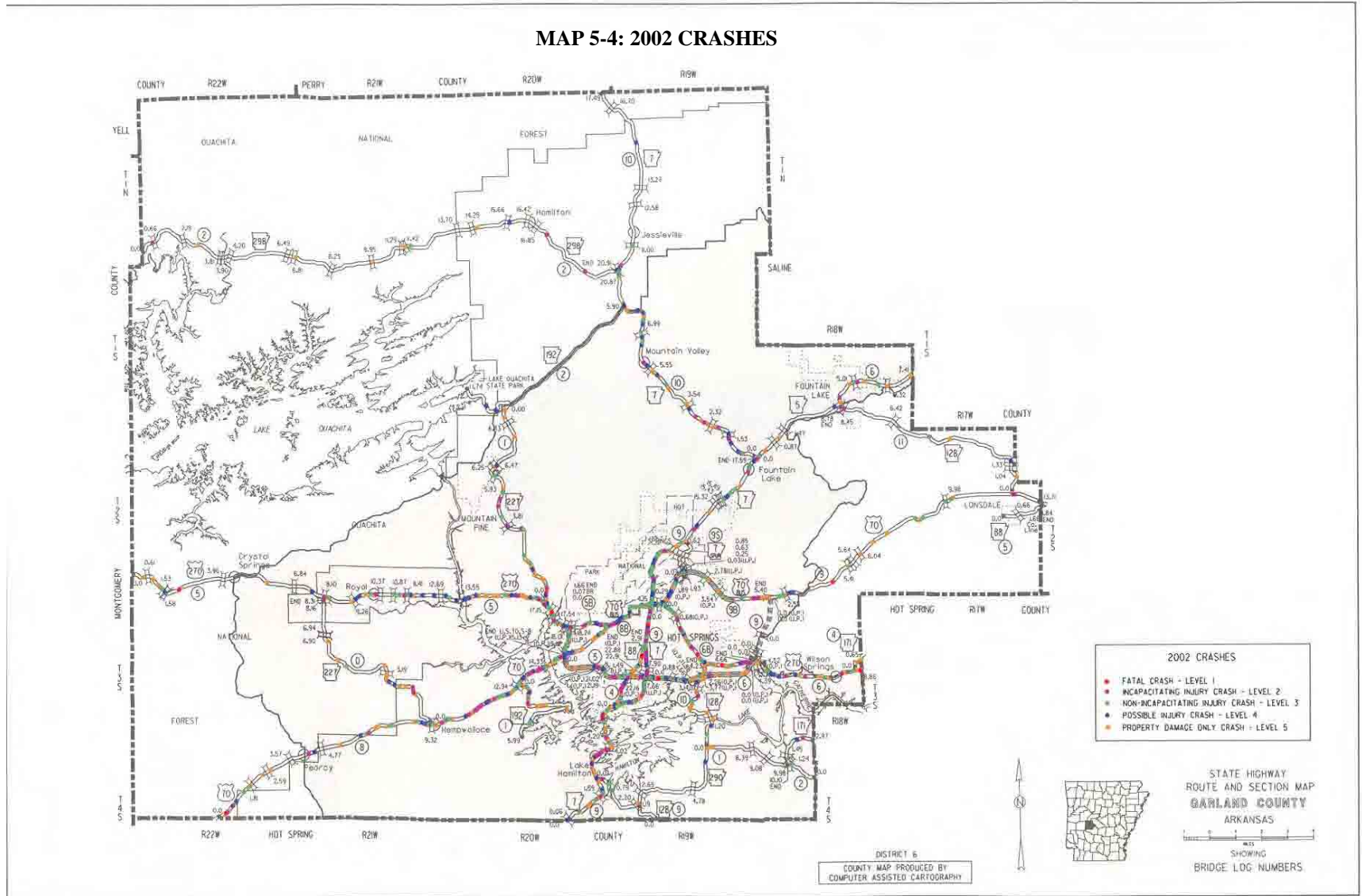
## **SAFETY AND SECURITY OF THE TRANSPORTATION SYSTEM**

At the present time, closed circuit security cameras are located throughout the transportation depot where passengers utilize the city bus service. As the need for safety and security of the transportation system grows, security personnel may be needed to provide safety for those utilizing and providing transportation as well as monitoring and maintaining ITS equipment. In order to improve the overall safety and security of the public transit system, on-board cameras and automatic vehicle locator systems should be added as funding permits. Transit systems are known to be targets of terrorists as well as more traditional criminal acts. Such systems would greatly improve the overall transit system security or at the very least aid in the investigation of criminal activities. A coordinated study of area law enforcement and transportation providers may need to be conducted to formulate and implement a safety plan for those who provide, utilize and protect the transportation system.

The following map displays five various types of crashes that occurred on Hot Springs area roadways in 2002. These crashes range in severity from level 1 – being fatal through level 5 – property damage only. These data represent only one year of data. For projections and assumptions to be made regarding crash patterns throughout the study area, a longitudinal study should be conducted to analyze crash data over a period of at least five to ten years.

One major finding from Map 5.3 for crash data in 2002 was that the number of fatal crashes or level 1 crashes was 11. In 2002, there were 111 level 2 crashes, 252 level 3 crashes, 478 level 4 crashes and 1,641 level 5 crashes.

**MAP 5-4: 2002 CRASHES**





## **FREIGHT/ GOODS MOVEMENT**

The Arkansas State Rail Plan produced in May 2002 found that the most common inbound Arkansas commodities shipped by rail were coal and farm products. The most common outbound Arkansas commodities were nonmetallic minerals and lumber or wood products. When comparing freight modes of truck and water, rail transportation is the second most often used mode for inbound/outbound shipments.

Today's freight movements are not merely concentrated on the major arterials of the urban area. Trucks, specifically tractor-trailers, are making deliveries at nearly all retail establishments, from the smallest fast food restaurants to the largest retailers. They are making pick-ups at small manufacturers who can ship using less than truckload (LTL) rates that are almost as competitive as the big manufacturers. The primary routes connecting the Hot Spring area to other metropolitan regions and locations outside of Arkansas are the interstates and U.S. Highways. The Hot Springs area can be accessed from Interstate 30, the nearest interstate at three exits: Exit 78 (taking Highway 7 N), Exit 98 (taking Highway 270W), and Exit 111 (taking Highway 70W).

Hot Springs is within 30 minutes of Interstate-30 and within an hour of Interstate-40. These corridors connect Arkansas with the rest of the United States. I-40 is the primary east-west freight corridor through the region. This road stretches from Wilmington, North Carolina, on the east coast to the deserts of California on the west, just northeast of Los Angeles.

## **AIR CARGO**

The Hot Springs Memorial Field Airport is located on the south side of Airport Road or also known as Highway 270. The Hot Springs Memorial Field Airport serves the needs of the public and private sector. MESA Airlines offers air passenger transportation.

## **LEVEL OF SERVICE (LOS)**

Level of Service (LOS) is a concept that attempts to describe the operating conditions that may occur on a lane or roadway according to the quantity of traffic using it. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

Six levels of service are defined for the various types of facility that have been analyzed. They are given letter designations, ranging from A to F, with level of service F being the worst. In general, the various levels of service are defined as follows:

Level-of Service A (LOS A) – describes a condition of free flow, with low volumes and high speeds. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

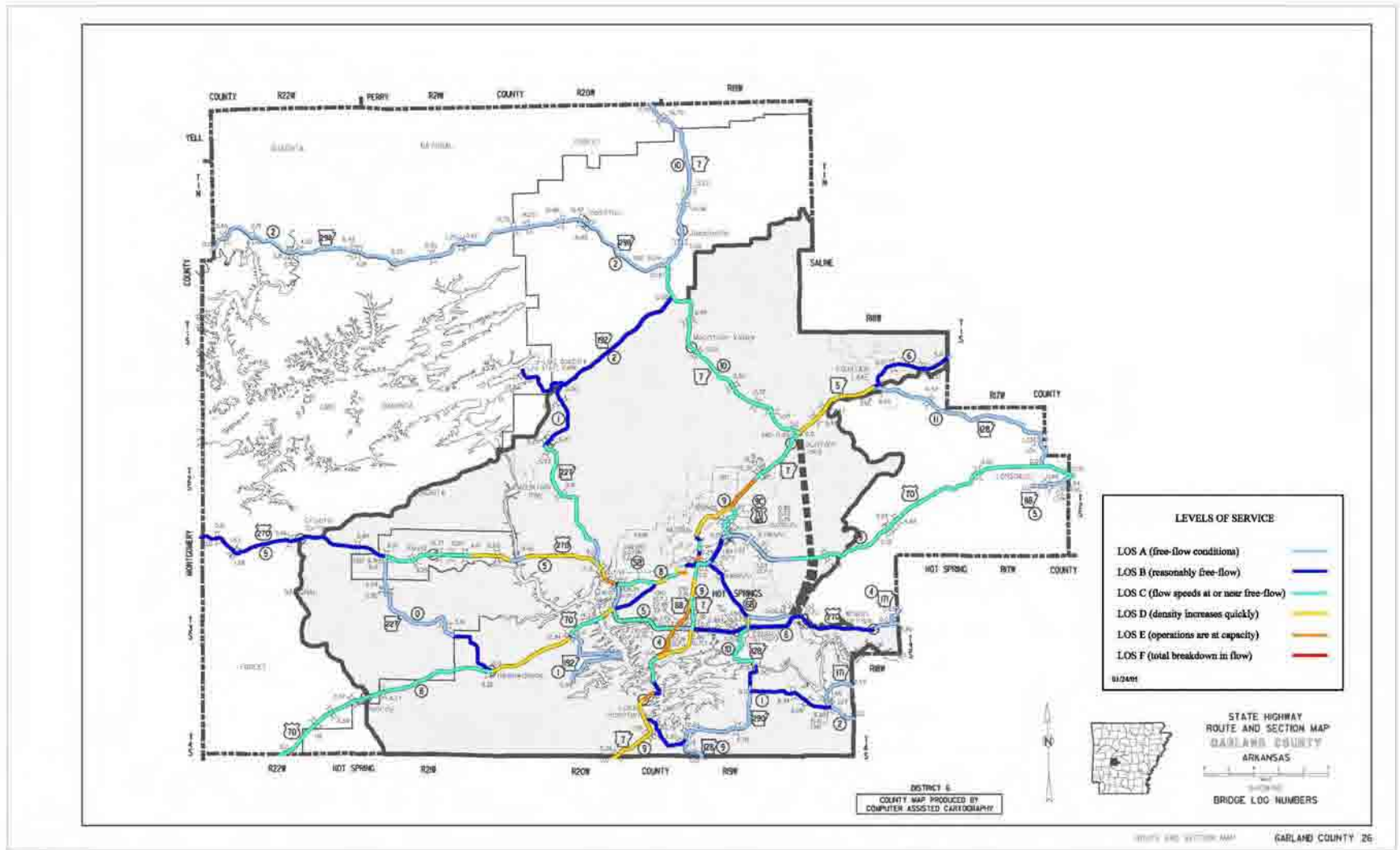
Level-of-Service B (LOS B) – is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.

Level-of-Service C (LOS C) – is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. A relatively satisfactory operating speed is still obtained, however most drivers are restricted in their freedom to select their own speed or operating lane.

Level-of-Service D (LOS D) – approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods.

Level-of-Service E (LOS E) – represents operations at even lower operating speeds than in LOS D, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages of momentary duration.

Level-of-Service F (LOS F) – describes forced flow operation at low speeds, where volumes are below capacity. These conditions usually occur from vehicles backing up from a restriction ahead on the roadway. Speeds are reduced substantially and stoppages may occur for short or long periods of time. In the extreme, both speed and volume may drop to zero.



MAP 5-5: LEVELS OF SERVICE

# CHAPTER 6 – LONG RANGE UNCONSTRAINED PLAN FOR TRANSPORTATION NEEDS

The unconstrained project list was compiled from a variety of sources. The Greater Hot Springs Chamber of Commerce wrote their first Highway Improvement Priority List in 1978. They updated that list approximately every five years hence. The most recent edition of this list was included. The Focus Garland County project had compiled a transportation improvement “wish list” that was included. The City of Hot Springs Comprehensive Plan includes a section of planned transportation improvements that were included. The City of Hot Springs Master Trails Plan describes the planned alternative transportation improvements for the city that were included. Each of these project sources developed their list through extensive public involvement processes.

Using these project lists as the foundation, the HSA-MPO Technical Committee appointed a Long Range Plan Subcommittee that began the task of merging these project lists, removing duplicated projects, and better describing the projects. Once this list was compiled, the general public was given opportunities for further input and comments as described earlier. The HSA-MPO Technical Committee reviewed the comments, included them in this list and assigned prioritization designations to the projects.

## Unconstrained Project List for LRTP Through Year 2030

The roadway project list is divided into three (3) sections by responsible government subdivision, with each section being divided into three (3) subsections, based upon a prioritization designation. Transit and enhancement projects follow the roadway projects followed by a list of general policy statements.

### STATE OF ARKANSAS High Priority Section

#### ROADWAY

#### PROJECT DESCRIPTION

Hwy. 7	widen to four lanes from Grand to Bridge St.
Hwys. 7, 70B	intersection improvements (turning lane)
Hwy. 7	passing lanes between Hwy. 5 and Hot Springs Village including bicycle lane
Hwy. 7	widen from Hwy. 290 to Ouachita River bridge
Hwy. 70E	new expressway location to Hwy. 7 (grading & structures)
Hwy. 70E	new expressway location to Hwy. 7 (basing & surfacing)
Hwy. 70E	widen to four lane divided from Hot Springs to Interstate 30
Hwy. 88	widen Higdon Ferry Rd. from Hwy. 7 to Hwy. 270 including bicycle lane

**STATE OF ARKANSAS**  
**High Priority Section Continued**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
Hwy. 88	widen Higdon Ferry Rd. from Hwy.270 to Hwy. 7 including bicycle lane
Hwy. 128	widen and relocate from Ouachita River to Shady Grove Rd. including bicycle lane
Hwy. 128	widen from Shady Grove Rd. to Hwy. 270B
Hwy. 171	replace Cooper Creek bridge
Hwy. 227	reconstruct from Mountain Pine to Arkansas Midland Railroad including bicycle lane
Hwy. 270	passing lanes from Hot Springs to West
Hwy. 270	widen to five lanes from Ouachita River to Hwy. 227
Hwy. 270	interchange improvements (Hwy. 270/ Hwy. 270B)

**Medium Priority Section**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
Hwy. 7	widen to five lanes from Hot Springs to Hwy. 192 including bicycle lane
Hwy. 270	widen to four lanes from Hwy. 270E to Hwy. 7N including bicycle lane
Hwy. 270	widen to four lanes from Mt. Ida to Ouachita River
Hwy. 70	passing lanes between Glenwood and Lake Hamilton School
Hwy. 128	improve from Hwy. 290 to Ouachita River including bicycle lane

**Low Priority Section**

Hwy. 5	improve alignment and add shoulders to Interstate 30 including bicycle lane
Hwy. 7	widen Hwy. 7S to four lanes from Interstate 30 to Hwy. 290
Hwy. 70B	improve alignment and add shoulders from Hwy. 70 to Hwy. 7 including bicycle lane
Hwy. 171	improve alignment and add shoulders from Hwy. 84 to Lake Catherine State Park including bicycle lane
Hwy. 192	improve alignment and add shoulders from Hwy. 70 to end of State Maintenance (North Shore Dr.)
Hwy. 192	repair and improve from Hwy. 227 to Hwy. 7N including bicycle lane
Hwy. 227	improve alignment and widen from Hwy. 70 to Hwy. 270 including bicycle lane

**STATE OF ARKANSAS**  
**Low Priority Section Continued**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
Hwy. 270	construct South frontage road bridge over Hot Springs Creek connecting Pakis St. to Broderick St. including bicycle lane
Hwy. 290	improve alignment and add shoulders from Hwy. 7 to Hwy. 171 Including bike lane
New	develop second expressway around the city outside of MLK expressway to encompass lakes and area North of MLK

**GARLAND COUNTY**  
**High Priority Section**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
South Moore Rd.	reconstruct Little Mazarn Creek bridge
Arkridge Rd.	widen and add shoulders from Hwy.128 to Garvan Gardens including bicycle lane
West Glazypeau Rd.	widen and improve alignment of certain sections
East Glazypeau Rd.	improve from Hwy. 7 to back gate of Hot Springs Village
Spring St.	replace Slaughter Creek bridge

**Medium Priority Section**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
South Moore Rd.	widen and add shoulders
Walkway Dr.	upgrade between intersections with Marion Anderson Rd.
Amity Rd.	improve alignment and add shoulders from Hwy. 7 to South Moore Rd.
Hwy. 171	widen from Hot Spring County line to Lonsdale including bicycle lane
Cedar Glades Rd.	construct trails

**Low Priority Section**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
Old Brundage Rd.	widen and improve alignment
New	construct connection from Rock Creek Rd. to another existing county road
Moore Rd.	widen from Hwy. 70 to Northern Loop

**GARLAND COUNTY**  
**Low Priority Section Continued**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
Lakeside Rd.	improve and extend to Westinghouse Rd. including bicycle lane
Westinghouse Rd.	improve including bicycle lane
New	develop North/South arterials between Hwy. 270E and Hwy. 70E

**CITY OF HOT SPRINGS**  
**High Priority Section**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
New	construct arterial between Pakis St. and Buena Vista Rd. including bicycle lane
East Belding St.	extend to Malvern Av. including bicycle lane
East Belding St.	improve intersection with Shady Grove Rd.
Ridgeway Rd.	improve between Malvern Av. and Westinghouse Rd.
Hammond St.	improve between Airport Rd. and Albert Pike Rd. including bicycle lane

**Medium Priority Section**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
Shady Grove Rd.	improve alignment under Arkansas Midland Railroad trestle and replace railroad trestle
Hobson Av.	improve between 3 <sup>rd</sup> St. and Central Av.
Oaklawn St.	improve between 7 <sup>th</sup> St. and Central Av.
3 <sup>rd</sup> St.	improve between Hobson Av. and Oaklawn St. including a bicycle lane between West St. Louis St. and Oaklawn

**Low Priority Section**

<u>ROADWAY</u>	<u>PROJECT DESCRIPTION</u>
McCloud St.	connect with Central Av., Shady Grove Rd., and Malvern Av. including bicycle lane
Central Av.	add and improve pedestrian access
New	construct a North Loop from Hwy. 7N to Hwy. 270
West Grand Av.	widen to four lanes from Summer St. to Lacy St. including bicycle lane

**CITY OF HOT SPRINGS  
Low Priority Section Continued**

ROADWAY

PROJECT DESCRIPTION

West Grand Av.	widen to four lanes and extend from Lacy St. to Mason St. including bicycle lane
Mason St.	widen to four lanes and extend to West Grand Av. including bicycle lane
Malvern Av.	widen to four lanes from West Grand Av. to Spring St.
Mill Creek Rd.	widen from Spring St. to Hwy. 70 including bicycle lane
Crescent St.	improve from Malvern Av. to Chattanooga St.
Chattanooga St.	improve and extend to Hwy. 270
Ouachita Av.	widen to four lanes and extend to Convention Blvd.
New	construct road from Airport Rd. to Malvern Av. via Hollywood Av.
New	construct road from Albert Pike Rd. to Malvern Av. via Greenwood Av.
New	construct road from Albert Pike Rd. to McLeod St. via Richard St.
7 <sup>th</sup> St.	improve from Greenwood Av. to Emory St.
New	construct road from Albert Pike Rd. to Airport Rd. West of Airway St.
New	construct another North – South arterial through downtown

**TRANSIT PROJECTS**

PROJECT DESCRIPTION

Continue funding the City of Hot Springs public transportation system, Intracity Transit  
 Improve public transportation for the elderly and disabled.  
 Expand public transportation as needed.  
 Research the need for multiple language public transportation literature.  
 Either expand or delete the trolley service.  
 Improve connections between Intracity Transit and school bus routes.  
 Investigate reduced fares from Transportation Plaza to outlying tourist destinations.  
 Provide hydrogen powered, computer controlled, elevated, personal rapid transit system.  
 Provide alternate fuel public transportation.

**HSA-MPO ENHANCEMENT PROJECTS**

PROJECT DESCRIPTION

Hot Springs Greenway Trail from Hollywood Av. to Chelsea St.  
 Hot Springs Greenway Trail from Runyon St. to Belding St.



**HSA-MPO ENHANCEMENT PROJECTS**  
**Continued**

PROJECT DESCRIPTION

Hot Springs Greenway Trail from Grand Av. to Runyon St.  
Hot Springs Greenway Trail from Chelsea St. to Golf Links Rd.  
Hot Springs Greenway Trail from Golf Links Rd. to Television Hill Rd.  
Mid City Loop Trail from Transportation Plaza to Spring St./Gulpha Creek.  
Magic Springs Trail from Spring St./Gulpha Creek to Magic Springs.  
Mid City Loop Trail from Richard St. to Lakeshore Dr. along Stokes Creek.  
Gulpha Creek Corridor Trail from Spring St. to Malvern Av. along Gulpha Creek.  
Mid City Loop Trail from 7<sup>th</sup> St. to Richard St. along Stokes Creek.  
Mid City Loop Trail from 3<sup>rd</sup> St. to 7<sup>th</sup> St. along Stokes Creek.  
Gulpha Creek Corridor Trail from Spring St. to NPS/Gulpha Creek campground.  
Lakeshore Trail from Yorkshire Dr. to Grandview Dr.  
Lakeshore Trail from Pinehaven Pl. to Aberina St.  
Lakeshore Trail from San Carlos Pt. To Television Hill Rd.  
Mid City Loop Trail from Hobson Av. to Albert Pike Rd.  
Mid City Loop Trail from Albert Pike Rd. to Family Park.  
Mid City Loop Trail from Family Park to John Owens Rd.  
Mid City Loop Trail form John Owens Rd. to Aviation Plaza.  
Lakeshore Trail from Bull Bayou Rd. to Birdewell Loop.  
Lakeshore Trail from Birdewell Loop to Albert Pike Rd.  
Mid City Loop Trail from Hobson Av. to Music Mountain Rd.  
Lakeshore Trail from Weston Rd. to Family Park along Molly Creek.  
Improve Bicycle network by adding lanes, striping lanes, and expanding shoulders.  
Repair and improve sidewalk network to comply with ADA standards.  
Develop narrow gauge railroad from Transportation Plaza to Garvan Woodland Gardens.

**HSA-MPO UNCONSTRAINED LIST**  
**Policy Statements**

Replace bridges as necessary.  
Enhance Scenic Byway Highway 7 attributes.  
Re-route commercial traffic from downtown Hot Springs.  
Support the construction of Interstate 49.  
Improve traffic flow with enhanced traffic signalization.  
Promote car-pooling.  
Eliminate sight distance problems where practical.  
Pave all County roads.  
Pave all bus routes.  
Add bus lane egress lane for new commercial construction on principal arterials.

## Chapter 7 - 2005-2030 Funding Estimates

The principal funding source for transportation projects constructed in the Hot Springs area is the federal government. Typically funding for these projects are shared by governing agencies. For example, funding for state highway improvements is usually split between the federal and state governments, with the federal funding 80% of the project while the state funds the remaining 20%. The same is generally true with local government arterial improvements, with the federal government funding 80% of the project and the local government funding the remaining 20%.

The Arkansas State Highway and Transportation Department (AHTD) provides the local agencies with funding projections, based on past funding history and any specific funding authorized by the U.S. Congress. These are estimates only, they represent neither limits nor guarantees. These estimates are used in developing the financially constrained project list from the unconstrained project list.

Several factors, including but not limited to, safety, level-of-service, and environmental justice are considered while developing a constrained project list. Once projects are prioritized, funding then becomes a critical issue. Placing reasonable expectations on funding amounts from the different sources allows for the development of a fiscally constrained project list.

Federal transportation funding is provided for projects in several categories, the following are included in the plan to be utilized in the Hot Springs area.

- **Transportation Enhancements** – transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspect of the Nation’s intermodal transportation system. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.
- **Highway Bridge Replacement and Rehabilitation Program** – provides funds to assist the States in their programs to replace or rehabilitate deficient highway bridges and to seismic retrofit bridges located on any public road.
- **Surface Transportation Program (STP)** – provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
- **National Highway System (NHS)** – provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System, and designed connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.
- **Minimum Guarantee (MG)** – provides funding to States based on equity considerations. These include specific shares of overall program funds and a

minimum return on contributions to the Highway Account of the Highway Trust Fund.

- **State Maintenance** – provides funding for State maintenance of State Surface Transportation Systems.
- **Small Urban Transit** - provides transit capital and operating assistance to urbanized areas with populations of more than 50,000.
- **Special** – provides special project funding. These funds are set aside for specific projects.

Projected annual federal funding levels available for the Hot Springs area through 2030 are represented below.

**Table 7-1 Annual fund estimate for HSA-MPO Long-Range Plan through 2030**

<b>Funding Category</b>	<b>Funding Years</b>	<b>Annual Funding Amount</b>
Enhancement (trails, etc.)	2005 – 2030	\$ 250,000
Bridge	2005 - 2030	\$ 1,030,000
STP Small Urban (urban area surface transportation)	2005 – 2012	\$ 290,000
STP Small Urban	2013 – 2030	\$ 380,000
NHS (national highway system)	2008 – 2030	\$ 770,000
STP/MG/CMAQ (surface transportation/congestion mitigation, etc.)	2005 – 2007	\$ 3,200,000
STP/MG/CMAQ	2008 – 2030	\$ 1,910,000
State Maintenance	2005 – 2030	\$ 800,000
Small Urban Transit	2008 – 2012	\$ 440,000
Small Urban Transit	2013 – 2030	\$ 530,000
Special (HPP, Demo, TCSP, Public Lands, and others)	2005 – 2009	<b>Aggregate Funding</b>
		\$16,560,000

## **LOCAL FUNDING**

The three largest road and street construction/maintenance budgets in the study area are those of Garland County, City of Hot Springs, and Hot Springs Village Property Owners Association. The figures for Garland County and the Hot Springs Village Property Owners Association budgets represent their total budgets, as the expenditures in the study area have never been isolated. The figures for the City of Hot Springs budget were all expended in the study area. Below is a listing of the most recent local street and road construction and maintenance budget figures. These figures do not include personnel expenses.

The Garland County road and street maintenance budget includes the following expenditures:

- 2003 - \$ 1,779,000 including \$ 694,000 for paving projects
- 2004 - \$ 1,755,660 including \$ 701,000 for paving projects
- 2005 - \$ 1,862,800 including \$ 755,000 for paving projects

The City of Hot Springs most recent budgets include the following expenditures for street projects:

- 2003 - \$ 1,768,244 including \$ 52,840 for paving projects;
- 2004 - \$ 1,829,390 including \$382,132 for paving projects;
- 2005 - \$ 1,895,919 budgeted.

The Hot Springs Village Property Owners Association’s most recent budgets include the following expenditures for street and road maintenance:

- 2003 - \$ 1,469,290
- 2004 - \$ 1,176,300
- 2005 - \$ 1,142,940

The City of Mountain Pine reports expenditures in the street fund, excluding personnel costs, of \$4,269 for the first six (6) months of 2005.

Approximately \$5,000,000 per year have been budgeted in recent years in the three largest street and road construction/maintenance budgets. These numbers represent a local commitment to street and road construction and maintenance.

## **CONSTRAINED PROJECT LISTS with FUNDING ESTIMATES**

### **National Highway System (NHS)**

**Table 7-2 National Highway System 2010 – 2019**

<b>Project Description</b>	<b>Federal \$</b>	<b>State \$</b>	<b>Local \$</b>	<b>Miles</b>	<b>Total Est. Cost</b>
Add passing lanes to Hwy. 270 from Hot Springs west to Study Area Boundary	3,000,000	1,000,000	0	9.0	\$ 4,000,000
<b>Total</b>	<b>3,000,000</b>	<b>1,000,000</b>	<b>0</b>		<b>\$ 4,000,000</b>

**Table 7-3 National Highway System 2020 – 2030**

<b>Project Description</b>	<b>Federal \$</b>	<b>State \$</b>	<b>Local \$</b>	<b>Miles</b>	<b>Total Est. Cost</b>
Widen Hwy. 70E to Study Area Boundary to 5 lanes	11,008,000	2,752,000	0	0.5	\$ 13,760,000
<b>Total</b>	<b>11,008,000</b>	<b>2,752,000</b>	<b>0</b>		<b>\$ 13,760,000</b>

## Surface Transportation Program – State (STP, MG, CMAQ)

**Table 7-4 Surface Transportation Program – State 2005 – 2009**

Project Description	Federal \$	State \$	Local \$	Miles	Total Est. Cost
Add passing lanes to Hwy. 7 from Hwy. 5 to Hot Springs Village	3,200,000	800,000	0	4.0	4,000,000
Realign and relocate Hwy. 128 from Ouachita River bridge to Shady Grove Rd.	1,760,000	440,000	0	1.64	2,200,000
Widen Hwy. 88 from Hwy. 270 south to Hwy. 7	4,400,000	1,100,000		1.38	5,500,000
<b>Total</b>	<b>9,360,000</b>	<b>2,340,000</b>	<b>0</b>		<b>\$11,700,000</b>

**Table 7-5 Surface Transportation Program – State 2010 – 2019**

Project Description	Federal \$	State \$	Local \$	Miles	Total Est. Cost
Widen Hwy. 7 to 5 lanes from Ouachita River bridge to Hwy. 290	2,720,000	680,000	0	2.0	3,400,000
Widen Hwy. 88 from Hwy. 270 north to Hwy. 7	2,800,000	700,000	0	0.85	3,500,000
E/W Arterial from Hwy. 70 to Hwys. 5/7 grading	36,000,000	9,000,000		2.5	45,000,000
<b>Total</b>	<b>41,520,000</b>	<b>10,380,000</b>	<b>0</b>		<b>\$51,900,000</b>

**Table 7-6 Surface Transportation Program - State 2020 – 2030**

Project Description	Federal \$	State \$	Local \$	Miles	Total Est. Cost
Widen Hwy. 128 from Hwy. 270B to Shady Grove Rd.	4,000,000	1,000,000	0	0.88	5,000,000
E/W Arterial from Hwy. 70 to Hwys. 5/7 paving & structures	32,000,000	8,000,000	0	2.5	40,000,000
<b>Total</b>	<b>36,000,000</b>	<b>9,000,000</b>	<b>0</b>		<b>\$45,000,000</b>

## Surface Transportation Program - Urban

**Table 7-7 Surface Transportation Program – Urban 2005 – 2009**

Project Description	Federal \$	State \$	Local \$	Miles	Total Est. Cost
New collector street connecting Buena Vista Rd. to Pakis St.	1,000,000	0	500,000	0.6	\$ 1,500,000
Extend Belding St. to Malvern Av. and Improve Belding St. – Shady Grove Rd. intersection	320,000	0	80,000	0.2	400,000
<b>Total</b>	<b>1,320,000</b>	<b>0</b>	<b>580,000</b>		<b>\$ 1,900,000</b>

**Table 7-8 Surface Transportation Program - Urban 2010 – 2019**

<b>Project Description</b>	<b>Federal \$</b>	<b>State \$</b>	<b>Local \$</b>	<b>Miles</b>	<b>Total Est. Cost</b>
Widen Ridgeway Rd. from Malvern Av. to Rhodes St.	1,000,000	0	250,000	1.04	\$ 1,250,000
Widen Ridgeway Rd. from Rhodes St. to Guy St.	1,000,000	0	250,000	0.89	\$ 1,250,000
Widen Ridgeway Rd. from Guy St. to Westinghouse Dr.	1,000,000	0	250,000	1.05	\$ 1,250,000
<b>Total</b>	<b>3,000,000</b>	<b>0</b>	<b>750,000</b>		<b>\$ 3,750,000</b>

**Table 7-9 Surface Transportation Program - Urban 2020 – 2030**

<b>Project Description</b>	<b>Federal \$</b>	<b>State \$</b>	<b>Local \$</b>	<b>Miles</b>	<b>Total Est. Cost</b>
Improve Hammond Dr. from Albert Pike Rd. to Airport Rd. Phase I	1,000,000	0	250,000	0.28	1,250,000
Improve Hammond Dr. from Albert Pike Rd. to Airport Rd. Phase II	1,000,000	0	250,000	0.28	1,250,000
Improve road alignment and reconstruct AMRR trestle over Shady Grove	720,000	0	180,000	0.32	900,000
Improve Hobson Av. from 3 <sup>rd</sup> St. to Central Av.	1,000,000	0	250,000	0.43	1,250,000
<b>Total</b>	<b>4,720,000</b>	<b>0</b>	<b>1,180,000</b>		<b>\$ 5,900,000</b>

**Surface Transportation Program Enhancements****Table 7-10 Surface Transportation Program Enhancements 2005 – 2009**

<b>Project Description</b>	<b>Federal \$</b>	<b>State \$</b>	<b>Local \$</b>	<b>Miles</b>	<b>Total Est. Cost</b>
Hot Springs Creek Greenway Trail from Hollywood Av. to Euclid St.	100,000	0	25,000	0.23	125,000
Hot Springs Creek Greenway Trail from Euclid St. to Chelsea St.	72,000	0	18,000	0.21	90,000
Hot Springs Creek Greenway Trail from Runyon St. to Belding St	200,000	0	50,000	0.24	250,000
Hot Springs Creek Greenway Trail from Grand Av. to Runyon St.	100,000	0	25,000	0.25	125,000
Hot Springs Creek Greenway Trail from					

Chelsea St. to Golf Links Rd.	160,000	0	40,000	0.44	200,000
Hot Springs Creek Greenway Trail from Golf Links Rd. to Television Hill Rd.	400,000	0	100,000	0.80	500,000
<b>Total</b>	<b>1,032,000</b>	<b>0</b>	<b>258,000</b>		<b>\$ 1,290,000</b>

**Table 7-11 Surface Transportation Program Enhancements 2010 – 2019**

Project Description	Federal \$	State \$	Local \$		Total Est. Cost
Mid City Loop Trail from Transportation Plaza to Spring St / Gulpha Creek	120,000	0	30,000	0.91	150,000
Mid City Loop Trail from Richard St. to Lakeshore Dr.	640,000	0	160,000	0.80	800,000
Gulpha Creek Corridor Trail from Spring St. to Malvern Av. Phase I	600,000	0	150,000	1.20	750,000
Gulpha Creek Corridor Trail from Spring St. to Malvern Av. Phase II	600,000	0	150,000	1.20	750,000
Mid City Loop Trail from 7 <sup>th</sup> St. to Richards St.	320,000	0	80,000	0.52	400,000
<b>Total</b>	<b>2,280,000</b>	<b>0</b>	<b>570,000</b>		<b>\$ 2,850,000</b>

**Table 7-12 Surface Transportation Program Enhancements 2020 – 2030**

Project Description	Federal \$	State \$	Local \$	Miles	Total Est. Cost
Mid City Loop Trail from 7 <sup>th</sup> St. to 3 <sup>rd</sup> St.	40,000	0	10,000	0.53	50,000
Gulpha Creek Corridor Trail from Spring St. to Gulpha Gorge Campground	320,000	0	80,000	0.95	400,000
Lakeshore Trail from Yorkshire Dr. to Grandview Dr.	8,000	0	2,000	0.26	10,000
Lakeshore Trail from Pinehaven Pl. to Aberina St.	56,000	0	14,000	0.42	70,000
Lakeshore Trail from San Carlos Point to Television Hill Rd.	160,000	0	40,000	0.57	200,000
Other Projects from the City of Hot Springs Master Trails Plan	1,900,000	0	475,000		2,375,000
<b>Total</b>	<b>2,484,000</b>	<b>0</b>	<b>621,000</b>		<b>\$ 3,105,000</b>

## Special

**Table 7-13: Special Funding 2005 – 2009 (Break Down of Aggregate Funding from Table 7-1 )**

Project Description	Federal \$	State \$	Local \$	Miles	Total Est. Cost
E/W Arterial between Hwy. 70 and Hwys. 5/7	10,000,000	2,500,000		2.5	12,500,000
Widen Hwy. 88 from Hwy 270 to Hwy. 7 S R-O-W acquisition	6,560,000	0	1,640,000	1.38	8,200,000

**Table 7-14 Special 2005 - 2009**

Project Description	Federal \$	State \$	Local \$	Miles	Total Est. Cost
E/W Arterial between Hwy. 70 and Hwys. 5/7	10,000,000	2,500,000		2.5	12,500,000
Widen Hwy. 88 from Hwy 270 to Hwy. 7 S R-O-W acquisition	6,560,000	0	1,640,000	1.38	8,200,000
<b>Total</b>	<b>16,560,000</b>	<b>2,500,000</b>	<b>1,640,000</b>		<b>\$ 20,700,000</b>

## Bridges

**Table 7-15 Bridges 2005 – 2009**

Project Description	Federal \$	State \$	Local \$	Total Est. Cost
Hwy. 171 over Cooper Creek	\$ 240,000	\$ 60,000	\$ 0	\$ 300,000
South Moore Rd. over Little Mazarn Creek	\$ 400,000	\$ 0	\$ 100,000	\$ 500,000
Belding St. over Hot Spring Creek	\$ 240,000	\$ 0	\$ 60,000	\$ 300,000
<b>Total</b>	<b>\$ 880,000</b>	<b>\$ 60,000</b>	<b>\$ 160,000</b>	<b>\$ 1,100,000</b>

**Table 7-16 Bridges 2010 – 2030**

Project Description	Federal \$	State \$	Local \$	Total Est. Cost
Various projects from the Bridge Priority List	\$24,450,000	\$ 3,056,250	\$ 3,056,250	\$30,562,500
<b>Total</b>	<b>\$24,450,000</b>	<b>\$ 3,056,250</b>	<b>\$ 3,056,250</b>	<b>\$30,562,500</b>

## State Maintenance

**Table 7-17 State Maintenance 2005 – 2030**

Project Description	Federal \$	State \$	Local \$	Total Est. Cost
Maintenance as necessary	\$ 0	\$20,000,000	\$ 0	\$ 20,000,000
<b>Total</b>	<b>\$ 0</b>	<b>\$20,000,000</b>	<b>\$ 0</b>	<b>\$ 20,000,000</b>



## Small Urban Transit (Hot Springs Intracity Transit)

**Table 7-18 Small Urban Transit 2005 – 2009**

Project Description	Federal \$	State \$	Local \$	Total Est. Cost
Sec. 5307 – Operating, Preventive Maintenance & Capital	\$ 2,300,000	\$ 500,000	\$ 3,750,000	\$ 6,550,000
Sec. 5309 – Bus and Bus Replacement	\$ 1,320,000		\$ 330,000	\$ 1,650,000
Electronic Fare Boxes	\$ 200,000		\$ 50,000	\$ 250,000
Automatic Vehicle Locater System	\$ 160,000		\$ 40,000	\$ 200,000
On-Board Security Cameras for Buses	\$ 40,000		\$ 10,000	\$ 50,000
<b>Total</b>	<b>\$ 4,020,000</b>	<b>\$ 500,000</b>	<b>\$ 4,180,000</b>	<b>\$ 8,700,000</b>

**Table 7-19 Small Urban Transit 2010 – 2019**

Project Description	Federal \$	State \$	Local \$	Total Est. Cost
Sec. 5307 – Operating, Preventive Maintenance & Capital	\$ 4,800,000	\$ 1,000,000	\$ 7,900,000	\$ 13,700,000
<b>Total</b>	<b>\$ 4,800,000</b>	<b>\$ 1,000,000</b>	<b>\$ 7,900,000</b>	<b>\$13,700,000</b>

**Table 17-20 Small Urban Transit 2020 – 2029**

Project Description	Federal \$	State \$	Local \$	Total Est. Cost
Sec. 5307 – Operating, Preventive Maintenance & Capital	\$ 5,200,000	\$ 1,000,000	\$ 8,300,000	\$ 14,500,000
<b>Total</b>	<b>\$ 5,200,000</b>	<b>\$ 1,000,000</b>	<b>\$ 8,300,000</b>	<b>\$ 14,500,000</b>

## EXECUTIVE SUMMARY

Having been recognized as an Urbanized Area, based on the 2000 census, the Hot Springs area elected officials working cooperatively with federal and state transportation officials established a Metropolitan Planning Organization to consider the safety and efficiency of the area transportation system. Immediately, it was discovered that several transportation plans existed for the area, however they each stood alone creating duplications of effort and inconsistency. Reviewing the Greater Hot Springs Chamber of Commerce Transportation Needs Priority List, the City of Hot Springs Comprehensive Plan and Master Trails Plan, the Focus Garland County Final Report, and others reinforced the need for a single Long Range Transportation Plan for the area as required by federal law.

This plan was developed recognizing that the following factors must be considered throughout:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The plan recognizes that alternative transportation methods, such as public transit and bicycle and pedestrian lanes and trails, must be expanded to enhance the efficiency of the transportation system. Surface transportation routes must be maintained and improved to provide greater safety and service. New routes must be established to mitigate existing and projected congestion.

The plan includes both an unconstrained and constrained project list. The unconstrained list represents projects and programs that would create an ideal transportation system, if they could all be realized. The constrained list is created from the unconstrained list by prioritizing the projects and projecting the funding that can be considered a reasonable expectation. The constrained project list is further broken down into expected time frames describing which projects should be considered between the years 2005 – 2009, then the years 2010 – 2019, and finally the years 2020 – 2030.

The projects and programs scheduled for action during the first five (5) year period of the plan involve widening of Hwy. 270 west of the city to the study area boundary, adding passing lanes to Hwy. 7 from the intersection with Hwy. 5 to Hot Springs Village, construction of a new collector street running parallel to Hwy. 7 between Pakis St. and Buena Vista Rd., extending Belding St. to intersect with Malvern Av. and improving the Belding St. – Shady Grove Rd. intersection, completing the Hot Springs Greenway Trail system, constructing bridge improvements over Cooper, Little Mazarn, and Hot Spring Creeks, and purchasing a new bus for the transit system.

As the highways are widened and improved providing greater access to the urban area, new routes are planned in the urban area to mitigate the potential congestion, and the alternative methods of transportation are scheduled for upgrades and extensions to provide more alternatives to assist in the mitigation of projected congestion.

The intent of this plan is to provide a single source document that provides for a coordinated effort in providing a safe and efficient transportation system within the study area that compliments the efforts being made statewide.

# **APPENDIX A**

## **LRTP Public Involvement**

## APPENDIX A: LRTP Public Involvement

Long Range Transportation Plan - Public Comments - December 2004 and January 2005

1. Add an arterial parallel to Hwy. 7 to the east of Hwy. 7 (this is south of Hwy. 270)  
This should be added to the project list as a city project.
2. Commuter/ride-sharing study
  - a. Transit study that we are planning for next year should cover some of this.
  - b. Include ride-sharing in plan for a future study.
3. Distribute transit info to nursing homes  
Pass this comment along to the transit agency.
4. Shuttle service
  - a. From LR to Hot Springs  
This is available from the same company that does the rides to the airport.
  - b. From Amtrak in Malvern to Hot Springs  
Chuck with AMRR is going to check with Amtrak to see what their planned method to get from Malvern to HS is.
  - c. From Depot to Greyhound station  
This is already being served by HS Intracity Transit
5. Commuter transit from HS to LR  
Forward this comment to Metroplan as this would serve the metro area better. Might need to study the need for a commuter rail line.
6. Better striping and reflectors on Hwy. 70 W and Hwy. 7/5 to HSV also need better lighting for driving in bad weather.
  - a. Both of these routes will be at least partially resurfaced in the next 1 – 2 years which will include new striping. The AHTD only replaces striping, not add reflectors, on resurfacing jobs currently.
  - b. A discussion on this need should be included in the chapter on the elderly.

**Hot Springs Area Metropolitan Planning Organization**

**100 Broadway Terrace, P.O. Box 83 Hot Springs Arkansas 71902 Phone 501-321-4804**

The Hot Springs Area Metropolitan Planning Organization or HSA-MPO is conducting a survey to help us better understand transportation related projects in the area. Would you please answer some questions? It will take just a few minutes and your answers will be kept confidential. We would like to add your name and address to the HSA-MPO public involvement address list, so please fill in your contact information at the end of the questionnaire.

1) Do you live in the Hot Springs Area (Garland County)?

a. Yes \_\_\_\_\_ b. No \_\_\_\_\_

**(IF YOU ANSWER NO, PLEASE SKIP QUESTIONS 9, 10, 11 AND 12. IF YOU ANSWER YES, ANSWER ALL QUESTIONS)**

2) Approximately, how many miles did you drive to get here today? (downtown Hot Springs)

\_\_\_\_\_

3) What route did you take to get here?

\_\_\_\_\_

4) Do you consider yourself a tourist today?

a. Yes \_\_\_\_\_ b. No \_\_\_\_\_

5) What mode of transportation did you use to get here today? (Please check all that apply).

a. Car/Pickup \_\_\_\_\_ b. Tour Bus \_\_\_\_\_  
c. Bus Lines (Greyhound/Trailways) \_\_\_\_\_ d. Public Bus \_\_\_\_\_  
e. Trolley \_\_\_\_\_ f. RV/Camper \_\_\_\_\_  
g. Bicycle \_\_\_\_\_ h. Airplane \_\_\_\_\_  
i. Walk \_\_\_\_\_

6) Did you have any transportation related problems getting here? (Please check all that apply).

a. Signage to your destination \_\_\_\_\_ b. Walking \_\_\_\_\_  
c. Parking \_\_\_\_\_ d. Sidewalks \_\_\_\_\_  
e. Bike Routes/lanes \_\_\_\_\_ f. Two lane roads \_\_\_\_\_  
g. Four lane roads \_\_\_\_\_ h. Traffic signals \_\_\_\_\_  
i. Public transportation \_\_\_\_\_ j. Trolley \_\_\_\_\_  
k. Other \_\_\_\_\_ l. None \_\_\_\_\_

7) If you answered yes to any transportation problems listed above, would you please provide specific information?

\_\_\_\_\_  
\_\_\_\_\_

8) Do you think the Hot Springs Area needs more: (Please check all that apply)

a. Signage to your destination \_\_\_\_\_ b. Parking \_\_\_\_\_  
c. Sidewalks \_\_\_\_\_ d. Crosswalks \_\_\_\_\_  
e. Bike Routes/lanes \_\_\_\_\_ f. Two lane roads \_\_\_\_\_  
g. Four lane roads \_\_\_\_\_ h. Traffic signals \_\_\_\_\_  
i. Public transportation \_\_\_\_\_ j. Trolley \_\_\_\_\_  
k. Other \_\_\_\_\_

**(IF YOU DO NOT LIVE IN GARLAND COUNTY, SKIP TO QUESTION 13)**

**9) What transportation improvements do you recommend?**

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**10) How would you like to be contacted in the future regarding involvement in transportation projects? Please check all that apply.**

a. Mail \_\_\_\_\_

b. E-Mail \_\_\_\_\_

c. Telephone \_\_\_\_\_

d. Open public meeting \_\_\_\_\_

When is the most convenient time for you?

\_\_\_\_\_ Weekday - including the lunch hour.

\_\_\_\_\_ Weeknight

\_\_\_\_\_ Weekend - day

\_\_\_\_\_ Weekend - evening

e. Contact the HSA-MPO directly \_\_\_\_\_

f. Please do not contact me \_\_\_\_\_

**11) If you would like to have open public meetings, where would you like to meet?**

a. HSA-MPO office \_\_\_\_\_

b. Transportation Depot \_\_\_\_\_

c. Convention Center \_\_\_\_\_

d. Area School Cafeteria \_\_\_\_\_

e. Local Area Church \_\_\_\_\_

f. Hot Springs Mall \_\_\_\_\_

g. \_\_\_\_\_ Other, \_\_\_\_\_ please \_\_\_\_\_ specify

**12) Would you like to schedule a HSA-MPO staff member to speak to your group or organization regarding transportation in the Hot Springs Area? If yes, please call the MPO directly.**

a. Yes \_\_\_\_\_ (*These engagements are for those in the Hot Springs Area only*).

b. No \_\_\_\_\_

**13) Is there any other transportation problems you would like to mention today that we have not asked \_\_\_\_\_ about?**

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**That is all the questions for today. Have a great day in Hot Springs! And please fill in the contact information for the MPO mailing list.**

.....

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_

**State & Zip Code:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email Address:** \_\_\_\_\_

**Hot Springs Area Metropolitan Planning Organization**

**Post Office Box 83  
Hot Springs, AR 71902  
501-321-4804**

**Please give us your opinions on the  
Hot Springs Area Long Range Transportation Study**



December 17, 2004

FOR INFORMATION CONTACT:

Terry Payne, Public Information Officer  
City of Hot Springs  
(501) 321-6806 · tpayne@cityhs.net

FOR IMMEDIATE RELEASE

## TRANSPORTATION PUBLIC FORUMS

Area residents are invited to review and offer comment on the 2030 Hot Springs Area Long Range Transportation Projects, Goals and Objectives during public forums to be held according to the following schedule:

Tuesday, December 28, 5:30 – 7:30 p.m., Room C at the Garland County Library, 1427 Malvern Avenue

Wednesday, December 29, Tuesday, January 4, and Thursday, January 6, 11 a.m. – 1 p.m., Transportation Depot, 100 Broadway Terrace

Copies will also be available for review and comment from December 28 – January 10 at the Hot Springs Area Metropolitan Planning Organization (HSA-MPO) office; Garland County Library; Hot Spring County Courthouse Bulletin Board; Greater Hot Springs Chamber of Commerce Bulletin Board; Hot Springs Village POA Bulletin Board; Mountain Pine City Hall; and [www.cityhs.net/docs.htm](http://www.cityhs.net/docs.htm). For additional information, contact Angie Byrne, Study Director, 501-321-4804.

## Hot Springs Area Metropolitan Planning Organization

Physical Address:

100 Broadway Terrace  
Hot Springs, AR 71902

Mailing Address:

P.O. Box 700  
Hot Springs, AR 71902

Public Involvement Address:

P.O. Box 83  
Hot Springs, AR 71902

Year 2030 Long Range Planning Goals, Objectives and Unconstrained Projects List/Form

We are preparing our 2030 Long Range Plan. Tell us what you think.

Which proposed projects do you like best?

Do you have concerns about any proposed projects? Please explain.

What other projects should we include in the Unconstrained Long Range Project List?

Other comments.

-----  
If you would like to be added to the HSA-MPO mailing list, please do so below.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State, Zip \_\_\_\_\_

## **APPENDIX B**

### **FTA Programs**

## **APPENDIX B: FTA Programs**

### **FTA Programs Administered Through the Public Transportation Programs Section:**

#### **Section 5303 – Metropolitan Planning**

This program (49 U.S.C. 5303) provides funding to support the cooperative, continuous, and comprehensive planning program for making transportation investment decisions in metropolitan areas, required by 49 U.S.C. 5303-5306.

#### **Section 5313(b) – Statewide Planning and Research**

This Section 5313(b) program provides financial assistance to states for statewide planning and other technical assistance activities (including supplementing the technical assistance program provided through the Metropolitan Planning Formula Program), planning support for non-urbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research, and human resource development.

#### **Section 5307– Urbanized Areas (Cities over 50,000 in Population)**

This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

#### **Section 5311 – Rural and Small Urban Areas**

This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. It is apportioned in proportion to each state's non-urbanized population. Funding may be used for capital, operating, state administration, and project administration expenses. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources.

#### **Section 5310 – Elderly & Disabled Transportation**

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people.

#### **Section 5309 –Capital Investments in Transit**

This transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities:

**new and replacement buses and facilities,**

**modernization of existing rail systems, and  
new fixed guideway systems.**

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

**Section 3037 – Job Access and Reverse Commute Program**

The purpose of this grant program (TEA-21, Section 3037, authorized through FY 2003) is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

**The following FTA programs are not directly managed through our office.**

**Section 5314(b) – National Research and Technology Program**

The National Research and Technology Program (49 U.S.C. 5314(b)) addresses problems in the public transportation industry. FTA seeks to improve public transportation for America's communities by delivering products and services that are valued by customers and by assisting transit agencies in better meeting the needs of their customers. To accomplish these goals, FTA partners with the transportation industry to undertake research, development and education that will improve the quality, reliability, and cost-effectiveness of transit in America and lead to increases in transit ridership. The National Research and Technology Program responds to industry needs by supporting increased transit ridership, security readiness, and effective planning and oversight of major capital investments. It includes the development of innovative transit technologies such as bus rapid transit (integrating intelligent transportation system technology, operational strategies for speeding up bus service, and customer-friendly information and fare collection), safety and security research and technical assistance, and clean bus propulsion systems using hydrogen fuel cells and hybrid electric technologies. It also includes fundamental data collection and analysis of transit industry performance, policy studies, transportation planning techniques, and development of policies designed to further transit-oriented land-use. Other emphasis areas are: lower-cost and environmentally friendly vehicles, labor-management relations, customer service quality, equitable access, innovations in planning and infrastructure development, professional development, and mobility management.

**Section 3038 – Over-the-Road Bus Program Over-the-Road Bus Accessibility**

This program (TEA-21, Section 3038) provides funding for the incremental capital and training costs associated with meeting the requirements of the DOT over-the-road bus accessibility rule, issued September 24, 1998.

## **Flexible Funds for Highway and Transit Flexible Funding**

Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. This provision was first included in the Intermodal Surface Transportation Efficiency Act of 1999 (ISTEA) and was continued with the Transportation Equity Act for the 21st Century (TEA-21). The idea of flexible funds is that a local area can choose to use certain Federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Federal Transit Administration (FTA) Urban Formula Funds.

## **APPENDIX C**

# **Transportation Improvement Program Forms**

# APPENDIX C: Transportation Improvement Program Forms

## *Hot Springs Area Metropolitan Planning Organization*

### TRANSPORTATION IMPROVEMENT PROGRAM MEMBER AGENCY SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

**Date of Submission:**

**Sponsoring Agency:**

**Project Name:**

**Project Category:**

- System Preservation**
- System Management**
- System Expansion**
- Project Development**

**Project Description:**

**Project Justification:**

**Funding:**

Federal	State	
Local	Total	

Job/Item#	County	Route	Section	Termini	Type of Work	Length	Federal Funds (x1000)	Estimated Total Cost (x1000)



**Is this project regionally significant?  Yes  No**

(Section 450.324)(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."

**Has this project had the opportunity for public comment?  Yes  No**

(Section 450.326) "...Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (I)."

**Has this project been found to be financially constrained?  Yes  No**

(Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

**Please indicate funding sources by agency:**

**Is this project consistent with the HSA-MPO Long Range Transportation Plan?**

Yes  No

(Section 450.324)(f)(2) "The TIP shall include...only projects that are consistent with the transportation plan."

**Does the project promote economic development initiatives such as adding or improving access to Hot Springs area locations or to an existing or planned site used for employment, tourism, manufacturing, commercial or industrial purposes, or addresses a problem, topic or issue identified through regional economic development planning?**

Yes  No

**Describe:**

**Please provide any additional pertinent information below:**

**Which techniques were used to seek public comment:**

- Public workshops/meetings**
- Number of public workshops/meetings**
- Number of attendees**
- Major issue raised: \_\_\_\_\_**
- Consensus of meeting: \_\_\_\_\_**

**Overall, the public support for the project was (check one):**

- Strong support, few concerns**
- Some support, but some concerns raised**
- Mixed, equal support and opposition**
- Some opposition, many concerns raised**
- Strong opposition, many problems identified**
- Unresolved issues identified: \_\_\_\_\_**
- Citizen advisory/steering committee**
- Survey**
- Number surveyed**
- Results: \_\_\_\_\_**
- Elected officials briefings**
- Project web site**
- Other: \_\_\_\_\_**

**How was the public notified about the project?**

- Web Page
- Legal Notice
- Videos
- Radio/TV
- Publications - *Distribution*

**How has the project changed as a result of public comments?**

**Comment further on the quality and quantity of the public participation:**

# *Hot Springs Area Metropolitan Planning Organization*

## TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

**Date of Submission:** \_\_\_\_\_

**TIP to be Amended:** \_\_\_\_\_

**Sponsoring Agency:** \_\_\_\_\_

**Project Name:** \_\_\_\_\_

**Project Category:** \_\_\_\_\_

**Project Description:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Project Justification:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Funding:** Federal \_\_\_\_\_ State \_\_\_\_\_ Local \_\_\_\_\_ Total \_\_\_\_\_

Job/ Item #	County	Route	Section	Termini	Type Work	of Length	Federal Funds (x1000)	Estimated Total Cost (x1000)

**1. Does this project require a new conformity determination?** \_\_\_\_\_  
(Section 51.400)(C2) "A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."

**2. Is this project regionally significant?** \_\_\_\_\_  
(Section 450.324(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."

**3. Has this project had the opportunity for public comment?** \_\_\_\_\_  
(Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (I)."

**4. Has this project been found to be financially constrained?** \_\_\_\_\_  
(Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. Is this project consistent with the HSA-MPO Long Range Plan?** \_\_\_\_\_  
**If not, is there a resolution to amend the Metropolitan Transportation Plan?** \_\_\_\_\_

Please provide any additional pertinent information below:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please indicate funding sources by agency: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Hot Springs Area Metropolitan Planning Organization*

**Transportation Improvement Program**

**TIP Public Comment Sheet**

**We are preparing our FY 200? - 200? Transportation Improvement Program and will soon begin work on the FY 200?-200?. Tell us what you think.**

**Which proposed projects do you like best?**

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**Do you have concerns about any proposed projects? Please explain.**

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**What other projects should we include in the Transportation Improvement Program?**

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**Other comments.** \_\_\_\_\_

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**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_

**State, Zip:** \_\_\_\_\_

## **APPENDIX D**

### **HSA-MPO Study Area Boundary Descriptions**

## APPENDIX D: HSA-MPO Study Area Boundary Descriptions

### HSA-MPO Study Area Boundary Descriptions

**Study Area** - The study area is a projected estimate of where the population is expected to grow over the next 20 years. Specifically, where the contiguous census tracts would have a population of 1000 per square mile.

**Brown Line** - The brown line is the boundary for the study area. Projecting 20 years from now what could happen if the population grows.

**Green Area** - The green area are contiguous census blocks. This is an urbanized area having at least 1000 people per square mile and a total population of all the contiguous blocks greater than 50,000.

**South Boundary** - The south boundary goes to Diamondhead, Red Oak Ridge & other subdivisions to the Garland County line. The city limit was expanded to include Red Oak Ridge. Southwest growth is expanding.

**Western Boundary** - Crystal Springs Road is the Royal Water District.

**Northwestern Boundary** - The Strawberry Cutoff road and not too deep into the National Forest. This is the shortest route from 270W that goes to Hot Springs Village and includes Mountain Pine.

**Hot Springs Village** - Just north of the village and only the Garland County portion of the village is included in the study area. The brown line follows south to the east in Garland County and down to Highway 5.

**Eastern Boundary** - This boundary includes Hwys. 5 and 7 and to the south. Included is the area created by the MLK Expressway area just to the east of the MLK area.

- 270 East Corridor to the county line and dropped down to the south and back to the west and then jogged south to the Hot Springs County to include the homes in the area that were part of the urbanized area because the Census Bureau does not recognize city and county lines and these homes are in the contiguous census tract and have to be and are in the green urbanized area.

## **APPENDIX E**

### **Hot Springs Area Inter-modal Transportation**



## APPENDIX E: Hot Springs Area Inter-modal Transportation

<u>Taxi-cabs</u>			
Checker Cabs	623-2525	<u>Boat Tours</u>	
Hot Springs Taxi	624-9494	Belle of Hot Springs	525-4538
Service Cab	624-5656		
Yellow Cab	623-1616	<u>Land/Water Tours</u>	
		Hot Springs Duck Tours	312-2910
<u>Transportation Consultants</u>			
Metro Logistics	870 353-2824	<u>Horse Transporting</u>	
		Griffis Trailers & Farm	939-2200
<u>Limo Services</u>		<u>Horseback Riding</u>	
Airport Trans.	915-0070	Bar Fifty Ranch	888-829-9570
Arkansas Limousine	262-5604	Mountain Brook Stables	525-8393
AJS Limousine	623-3929	Panther Valley Ranch	623-5556
Hot Springs Limousine	525-4970	Rolling Hills Farm	262-5182
Kahuna Bay Limousine	520-5700		
Majestic Limo Service	915-0900		
<u>Airport Transportation Services</u>		<u>Downtown Horse Carriage 501-337-5915</u>	
Airport Shuttle Services	321-9911	<u>Airport</u>	
		Hot Springs Memorial Airport	321-6750
<u>Buses</u>		<u>Movers</u>	
Malvern SCAT	870 246-8747	19 full service movers	
Hot Springs IT	321-2020	3 moving rental truck companies, occupying 14 locations	
Greyhound			
Hot Springs	623-5574	<u>Car Rental Companies</u>	
Malvern	331-6215	8 rental car companies	
Royalty Tours	877-486-5168	<u>Boat Rental Companies</u>	
Ouachita Coaches	321-1324	13 boat rental companies	
Travellink Tours	623-3222	<u>Postal Services and Mail/Parcel Delivery</u>	
School Buses		United States Postal Service	
Cutter Morning Star	262-1220	UPS	
Fountain Lake	623-5101	Fed-Ex	
Jessieville	984-5011		
Hot Springs	624-3372		
Malvern	467-3160		
Mt. Pine	767-1540		
Lake Hamilton	767-2306		
Lakeside	262-1880		

**APPENDIX F**

**GREATER HOT SPRINGS CHAMBER OF COMMERCE HIGHWAY  
PROJECT PRIORITY LIST**

## APPENDIX F: GREATER HOT SPRINGS CHAMBER OF COMMERCE HIGHWAY PROJECT PRIORITY LIST

- 1 Construction of East-West Arterial, Beginning on U.S. 270 West and ending at the Hwy 7 North and Hwy 5 Intersection
- 2 Improve the Hwy 7 South and U.S. 270 intersection to eliminate public safety hazards that currently exist
- 3 Four laning of U.S. 70 West to Lake Hamilton School
- 4 Four laning of Higdon Ferry road
- 5 Four (4) laning of Hwy 7 North to the entrance of Hot Springs Village.
- 6 Four Laning of U.S. 70 East to I-30
- 7 Four laning of Hwy 7 South from new bridges to Hwy 290 (Fish Hatchery road)
- 8 Rework bridges on Hwy 270 west to four (4) lanes and improved two-lane hwy
- 9 Improve Hwy 128 (Carpenter Dam Road) from Hwy 270 to Hwy 290
- 10 North Loop Planning: Begin acquisition of right of way by local government for a loop from the entrance of Hot Springs Village to tie into the current by-pass ending at Music Mountain
- 11 Four (4) laning of U.S. 270 West
- 12 Support the construction of Interstate 49.

\*Asterisk designates those priorities that are part of the 1991 highway plan

## **APPENDIX G**

### **QUESTIONNAIRE RESULTS AND ANALYSIS**

## APPENDIX G: QUESTIONNAIRE RESULTS AND ANALYSIS

<b>Do You Live In The Hot Springs Area (Garland County)?</b>		
N = 86		
Yes	46	54 %
No	40	46 %
Totals	86	100%

**Table G-1 Hot Springs Residents and Non-residents**

### ***Question 2: Approximately, How Many Miles Did You Drive to Get Here Today?***

Fifty percent of those who drove to downtown drove nine miles or less. Sixty-four percent drove twenty miles or less. Once again, this asserts that the majority of respondents were local area residents. On the other hand, thirty-six percent drove more than twenty to six hundred miles to downtown Hot Springs.

<b>Approximately, How Many Miles Did You Drive To Get Here Today? (Downtown Hot Springs)?</b>		
N = 86		
400 - 600	7	8%
200 - 399	11	13%
100 - 199	5	6%
21 - 99	8	9%
10 - 20	12	14%
0 - 9	43	50%
Totals	86	100%

**Table G-2: Number of Miles Driven to Downtown**

### ***Question 3: What Route Did You Take To Get Here?***

Question number three was an open-ended question. This was the first study of its kind for the HSA-MPO; all possible routes traveled were included to capture the full range of possible route options. The findings indicate that almost all respondents did use Central Avenue or Highway 7 to their destination. This is one of the only routes to get to where the study was being conducted - Central Avenue and Reserve Street. Due to this being the main route taken, and also the last route respondents saw prior to answering the survey, this could result in an unusually high amount of problems pointed out for this area.

<b>What Route Did You Take To Get Here?</b>	
N = 86	
1. 165 to 167	40. Central
2. 165 to 167	41. IT Bus #3
3. 63 to 67 to 40	42. From Hardy
4. 63 to 67 to 40 to 30 to 70	43. I 30 to Hot Springs
5. Daffodil, Lakeshore, Higdon, Central	44. Higdon Ferry to 7 South
6. 7 to Park to Downtown	45. Spring St.
7. Carlton Terrace to Central	46. 270
8. I-30 to 70W	47. I-40 to 71 to 270
9. Through Mt. Pine	48. Central
10. Ouachita to Central	49. Up Central from bypass
11. 30 to 7	50. #2 bus
12. Amity Road and 7 North	51. Albert Pike & Ouachita
13. Hwy 7	52. Bus Rt. #2
14. Carpenter Dam	53. Prospect Ave.
15. 71	54. Central Ave. (Hwy 7 S.)
16. Missouri Hwys. 57 to 60 to 65 to here	55. Route 7
17. Malvern Ave.	56. Whittington to Central
18. 7	57. Whittington to Central
19. Central Ave.	58. Hwy 70 West to Central Ave.
20. Park Ave.	59. Malvern Ave.
21. Hwy 7	60. Sidewalk
22. Hickory - Orange to Central to Reserve	61. ASMSA - Downtown
23. I-40 to 30	62. Grand - Central - Spring – Reserve/Court
24. 265 to 10 to 9 to 5	63. 40 West
25. 265 to 10 to 9 to 5	64. I 40 West
26. Hwy 9, 5 & 7	65. 70 Hwy
27. Third St., Ouachita, Central	66. 7
28. 270 to Hwy 7 Central	67. Route 7
29. Whittington Ave - via – Central	68. Route 7
30. Malvern Ave.	69. Highway 7
31. I-30	70. I-30 to Hwy 7
32. I-30	71. Promenade
33. Amity Road-Hwy 7-Higden Ferry-Central	72. 171 - Carpenter Dam - Malvern - Central
34. Central Avenue	73. 7 South
35. Central Avenue	74. Central Ave.
36. Central Avenue	75. Malvern to Central
37. Hwy 70	76. 70 East
38. 59 to I 30	77. 70 West
39. I 30	78. Higdon, Central, Grand, Broadway

**Table G-3: Route Taken to Downtown**

**Question 4: Do You Consider Yourself A Tourist Today?**

Thirty-seven percent of the eighty-six respondents considered themselves tourists, while sixty-three percent did not. The researchers anticipated the percentage of tourists to be higher. However, given such a high number of Hot Spring area resident participants, they could be more familiar with the area and thereby provide more insight into area problems due to this familiarity.

<b>Do You Consider Yourself a Tourist Today?</b>		
N = 86		
Yes	32	37%
No	54	63%
Totals	86	100%

**Table G-4: Tourists and Non-Tourists**

**Question 5: What Mode of Transportation Did You Use To Get Here Today? (Please Check All That Apply)**

The majority of respondents, sixty-nine percent, drove their own car or pickup truck to downtown Hot Springs. The second highest mode, fifteen percent, of transportation was that of walking. Seven percent rode the bus, and less than two percent of all categories utilized the bus lines such as Greyhound, bicycle, RV Camper, trolley, airplane, and tour bus.

<b>What Mode of Transportation Did You Use To Get Here Today?</b> (Please Check All That Apply)?		
N = 86		
Car/Pickup	65	69%
Walk	14	15%
Public Bus	7	7%
Bus Lines (Greyhound/Trailways)	2	2%
Bicycle	2	2%
RV/Camper	2	2%
Trolley	1	1%
Airplane	1	1%
Tour Bus	1	1%
Totals	95	100%

**Table G-5: Mode of Transportation**

**Question 6: Did you Have Any Transportation Related Problems Getting Here? (Please Check All That Apply)**

Twenty percent of all respondents reported transportation problems with traffic signals. Thirteen percent of respondents experienced problems with Parking and sidewalks. This forty-six percent who had problems with traffic signals, parking and sidewalks represented the majority in numbers. When looking at the whole numbers, only 5 respondents had problems with walking, bike routes/lanes and public transportation. One interesting finding was that only one respondent reported a problem with signage to the destination. In analyzing the next table with open-ended responses, one major finding was that there was not enough parking. Given that the City has a new parking garage located approximately one block from where the study was conducted, there

may be a significant problem for people to locate the parking deck. More visible signage to the parking deck may need to be a consideration.

<b>Did You Have Any Transportation Related Problems Getting Here?</b> (Please Check All That Apply)?		
N = 86		
Traffic Signals	9	20%
Parking	6	13%
Sidewalks	6	13%
Walking	5	11%
Bike Routes/Lanes	5	11%
Public Transportation	5	11%
Other	4	9%
Two Lane Roads	3	6%
Signage To Your Destination	1	2%
Four Lane Roads	1	2%
Trolley	1	2%
Totals	46	100%
"Other" problems provided; crowded streets and crosswalks.		

**Table G-6: Transportation Problems**

***Question 7: If You Answered Yes to Any Transportation Problems Listed Above, Would You Please Provide Specific Information?***

Table 6, above, only revealed four "other" responses. However, many more than four responded to question seven. Each answer was listed in an open-end format, located below. One significant finding was parking problems. Further, another finding was the problem of pedestrians crossing Central Avenue safely. Two respondents saw two pedestrians almost being hit by a car. Another finding from this question was problems associated with transit, especially lines 5, 11, 13, and 19.



<b>If You Answered Yes To Any Transportation Problems Listed Above, Would You Please Provide Specific Information?</b>
N = 86
1. The free parking should be on side streets and/or parking lots.
2. Parking seems to be a major issue. Free parking attracts more tourism.
3. Hidden road work on a side street no sign to let traffic know they were there.
4. Some parts didn't have a sidewalk.
5. If I had wanted to take a bus to work it would take 3 times longer than walking.
6. Hot Springs seems only accessible by 2 lane windy roads which are very intimidating for large motor homes.
7. The city has an unfunded trails master plan (for bikes and pedestrian) but an MPO wide master plan is needed to designate bike routes and eventually put lanes on some routes.
8. Bike lanes not provided. Sidewalks not updated.
9. Some are narrow and rough.
10. Metered Parking.
11. Should stop wherever a passenger is waiting. Sometimes the buses arrive 10-15 minutes early at a stop. I get there 10 minutes before the scheduled time only to find the bus has been and gone.
12. It's always difficult to park up town. I would like access to sidewalks throughout the city.
13. Bus drivers: Not polite and eating while driving. Bus route - must stop only at bus stops. I like the old way better stopping where needed.
14. Crosswalks, drivers don't always acknowledge pedestrians when trying to go across cross walks!
15. Need additional parking
16. Sidewalk too close to road when you have kids with you.
17. The Whittington/Central Intersection is very hard to make a left turn at from 2 or 3 directions. Plus signage pointing to the historic Whittington Commercial zone. Also we need to "yield to pedestrians" signs in the Central Ave. Corridor.
18. Too many traffic lights in a few blocks of Central Ave. Not enough square blocks in Hot Springs.
19. Trolley does not cater to business.
20. No dedicated alternative transportation routes.
21. Drivers pretty tense these days.
22. Too long waiting at signals. Why not coordinate all green lights during am and pm peak hours to expedite traffic from 7:30 to 8:30 and 4:00 to 5:00 in evening.
23. Very limited parking. Inadequate public transportation.
24. If you're stopped by one traffic light and keep the speed limit - they all stop you! Better synchronization of lights to get more traffic through.

**Table G-7: Transportation Problems Described**

**Question 8: Do You Think the Hot Springs Area Needs More: (Please check all that apply)**

Again, another significant finding was related to parking. Nineteen percent or thirty respondents reported that the Hot Springs Area needed more parking. Thirteen percent or twenty respondents suggested that the Hot Springs Area needed more public transportation. Thirteen percent felt that the area needs more four lane roads. Bike Routes, bike lanes, sidewalks, crosswalks were all thought to be more needs in the area. It is thought that these area needs may be most geared to the downtown area, assuming that the study was conducted there.

<b>Do You Think the Hot Springs Area Needs More:</b> (Please check all that apply)		
N = 86		
Parking	30	19%
Public Transportation	20	13%
Four lane roads	20	13%
Bike Routes/lanes	18	11%
Sidewalks	16	10%
Crosswalks	16	10%
Trolley	14	9%
Signage to your destination	13	8%
Traffic Signals	7	4%
Two lane roads	4	2.5%
Other	1	.5%
Totals	159	100%
"Other", Better walking connections in conjunction with bike lanes/off highway paths.		

**Table G-8: Hot Springs Area Needs**

**Question 9: What Transportation Improvements Do You Recommend?**

Question nine was an open-ended question in order to gather data regarding recommended transportation improvements. This question is in somewhat similar to question eight. However, this question was asked directly after number eight in order to obtain more specific information. During this point in the questionnaire, the respondent is usually becoming more aware of transportation improvements, since previous questions were prompts - for them to begin thinking of more improvements. Several specific recommendations were made such as; more frequent buses, slower traffic downtown - this would be a nice solution to other problems identified by respondents. A specific comment regarding trails was provided under number four. A sidewalk on Malvern to Lakeside was another recommended improvement. An overhead crosswalk was also suggested for downtown. Number eleven was a specific comment regarding lane width in coordination with bike lanes. Several other respondents recommended more public parking. Again, this could be due to the lack of proper signage to the new parking deck.

<b>What Transportation Improvements Do You Recommend?</b>
N = 86
Local officials are doing a good job with highway priorities.
Bypass better, more frequent buses
4 - Lane tributaries, slower traffic flow downtown. Bypass seems extremely congested at hwy 7. More patrol of crosswalks downtown, for speeding and not stopping for pedestrians.
A plan for more bike/roller blade/pedestrian trails connectors and lanes on our streets! A plan so that we could use bicycles SAFELY as transportation from one part of the city to another.
Streets
Sidewalk on Malvern to Lakeside School.
Subway
Overhead crosswalks downtown. New crosswalks SUCK - they are attractive speed bumps.
Historic district, Central, & Gulpha Gorge Rd need better traffic flow.
Buses sticking to the same routes, without deviations (when the bus driver decides to take a different route.) stopping at designated stops even if signs are stolen. Possibly some other more frequent (more direct at certain times) form of marking stops. Paint curbs.
Promotion of alternative transportation and less 4 lane curbed & gutter construction. Curb & gutter eliminate shoulders and make high speed bicycle hazardous routes. Growth happens without quality of like consideration and corridor identification.
Increase number of lanes. Utilize one street more often. Increase budget on infrastructure to improve traffic signals. Technology is behind twenty years in Hot Springs.
A run on Airport Rd. to city limit at least.
Countywide land use plan that projects future uses for transportation plans can be realized. For future uses so transportation plans can be realized increase capacity of existing roads and north, south, east, west arterial roads. Improve traffic flow from w/in facilities other than traffic stopping lights.
Run trolleys and buses all day every day.
Improve road
More public parking.
More buses on Sunday
Public Transportation for low-income folks. Sidewalks, 4-lane roads & bike lanes. Personally, I feel a traffic signal at Price Cutter & Albert Pike would reduce accidents there.
Need more sidewalks along side streets. Trolley should operate all year and go more places. We really like the new proposed trail system. Bus operating on Sundays. If our Public Buses are to pick up abilities unlimited passengers every afternoon, then they should fix the very large pothole that our new buses must fall into in the back parking lot.
Better signage to your destination. Better sidewalks with no cracks. Improved and expanded hours for public transportation. Tourists are often confused about our downtown parking areas. Traffic lights need to be monitored and checked for proper operation more often. Better police patrols in high traffic areas downtown especially around shops! I feel that we need more police patrol in the immediate downtown area & that the area of expanding lanes in downtown areas should definitely be explored for a solution!
Bus or railroad to Little Rock
Moving traffic more smoothly through downtown. Also, bikes and pedestrians have a hard

time on Central. Better signage would help or discrete bike lanes. We need "Pedestrians Have Right of Way" signs. Bikes have to take a whole lane since there is no lane/shoulder for them.
More through streets built in the city limits.
Your own car
Safe bicycle and walking routes, trails for transportation to businesses, schools, neighborhoods & parks. Turn Central Ave. into a pedestrian plaza; re-route traffic over exchange. Roundabouts at Whittington, Park & Central and at Ouachita Ave. & Central. Re-study pedestrian access at Broadway, Malvern & Convention intersections. No safe place to walk or ride bikes.
Terminate Rick Brown. Hire local driver as manager.
Better access in traveling Central Ave. & Higdon South near bypass.

**Table G-9: Recommended Transportation Improvements**

***Questions 10, 11, & 12: Regarding Involvement in Transportation Projects***

Questions 10, 11, and 12 were asked to determine when, where and how respondents would prefer to be involved in future transportation projects. Mail was the first choice of method of involvement, followed by open public meetings, e-mail and then telephone. Those interested in involvement through mail did fill out the mailing address forms. Open public meetings was most wanted during the day, lunch hour or weeknight. The most common places meetings were wanted were the Convention Center and the Transportation Depot.

Question 12 asked if the respondent would like to have an HSA-MPO staff member invited to speak at a specific organization regarding the MPO transportation planning process. Forty percent said they would like to arrange a speaking engagement and would contact the HSA-MPO directly.

<b>How Would You Like To Be Contacted In The Future Regarding Involvement In Transportation Projects? (Please Check All That Apply)</b>		
N = 86		
Mail	32	44%
Open Public Meetings	17	24%
E-Mail	12	17%
Telephone	11	15%
Totals	72	100%
<b>When Is The Most Convenient Time For You?</b>		
Weekday - including the lunch hour	17	41%
Weeknight	11	26%
Weekend – day	8	19%
Weekend – evening	6	14%
Totals	42	100%
Those who will contact the HSA-MPO directly = 6		
Those who do not want to be contacted = 15		

**Table G-10: Future Public Involvement Meetings Time & Location**

<b>If You Would Like To Have Open Public Meetings, Where Would You Like To Meet?</b>		
N = 86		
Convention Center	19	37%
Transportation Depot	15	29%
Hot Springs Mall	7	14%
Local Area Church	4	8%
HSA-MPO Office	3	6%
Other	2	4%
Area School Cafeteria	1	2%
Totals	51	100%
"Other" places to meet; Garland County Health Department and the Downtown Area, if not the Depot.		

**Table G-11: Public Involvement Meeting Location**

<b>Would You Like To Schedule A HSA-MPO Staff Member To Speak To Your Group or Organization Regarding Transportation in the Hot Springs Area? (If yes, please call the MPO directly)</b>		
Yes (These Engagements are for those in the Hot Springs Area Only)	34	40%
No, or Not Applicable	52	60%
Totals	86	100%

**Table G-12: MPO Staff as Guest Speaker**

**Question 13: Is There Any Other Transportation Problem You Would Like to Mention Today That We Have Not Asked About?**

This was the last question on the questionnaire and was placed at the end in order to catch all other transportation problems respondents would like to mention. Some of these same problems are mentioned in other questions. Some of these are bus improvements, bike lanes and trails, crosswalk and pedestrian enforcement, traffic signalization.

<b>Is There Any Other Transportation Problem You Would Like to Mention Today That We Have Not Asked About?</b>
The bus needs to be improved - more pick up times and closer bus routes.
Think we need some kind of master plan w/ city and county to start setting aside space and funds for bike lanes, trails so that biking could become a respected form of transportation in and around Hot Springs.
Speed up the bypass to Hwy 7 at Fountain Lake.
More bus service for people who are walking.
Air line schedules at information center.
Crosswalk enforcement. Colonial pancake shop crosswalk is very dangerous.
Traffic, Central and Grand
Greyhound, generally it is the only bus service out of town and treats people "potential passengers" with contempt. Filed a complaint with capital AGS office two months ago. Greyhound has not responded.
Sprawls negative impact on transportation and lack of consideration of alternative transportation. Transportation corridors need to be identified prior to approval of development/growth
As of now not feasible but to have some time of a Sunday bus run, like noon to six.
Traffic lights better coordinated.
This planning will only be an exercise, for without the full support of the city and county political systems.
Need more disabled parking.
Construction on bath house row during tourist season.
Construction on bath house row.
Central Ave. & bypass 270 & downtown Central Ave. (Congestion vs. Construction)
I wish there is a program to help a person get a car. Like a college.
Signage on bypass warning tourists of ruts when pulling trailers and flooding, need Police Dept. to be more visible drivers are out of Control.
The bus routes have been shortened and they still can't run on time.
Our city is a tourist area and we have many obese folks. Sidewalks and bike lanes would improve things here.
More outlets to voice options. Road conditions around town. Greenway project-Home to Vagrants!
Next time they design a bypass like the MLK Bypass, most definitely avoid one that causes traffic SNAFUS like we have now!
Some trolley service for off season visitors
The bypass intersection at Central needs a cloverleaf to eliminate left turns. Albert Pike needs a turn lane, it often bottlenecks to a single lane for a left turner.
I am enrolled as a recreation major at National Park Community College and I may have some future questions as to how this planning affects recreation and tourism.

Hydroplaning on MLK expressway. We need another emergency route for Central Avenue and Park Ave. downtown now there is only Central and West Mt. Drive.
Public Transit for disabled. Researcher instructed her how to contact Intracity Transit.
I think you should be able to get off the public bus wherever I please. Instead of getting off at bus stops only.
When parking lots are built, we need more shade trees preserved or planted.
Our IT system wasn't broke but he "fixed" it anyway.

**Table G-13: Other Transportation Problems**

# **APPENDIX H**

## **GLOSSARY**



## APPENDIX H: GLOSSARY

### DEFINITION OF ACRONYMS:

3-Cs	Continuing, Cooperative and Comprehensive
4-Es	Engineering, Education, Enforcement and Encouragement
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ABA	Arkansas Bar Association
ADA	Americans with Disabilities Act
ADED	Arkansas Department of Economic Development
ADEQ	Arkansas Department of Environmental Quality
ADH	Arkansas Department of Health
ADT	Average Daily Traffic
AEF	Arkansas Environmental Federation
AHTD	Arkansas State Highway and Transportation Department
AICP	American Institute of Certified Planners
ALA	American Lung Association
AMR	Arkansas Midland Railroad
AMTRAK	National Railroad Passenger Corporation
APC	Automatic Passenger Counter
AVL	Automatic Vehicle Locator
ATR	Automatic Passenger Counter
ATIS	Advanced Traveler Information Systems
BEA	Bureau of Economic Analysis
CAAA	Clean Air Act Amendments of 1990
CAD	Computer Aided Dispatch
CAFE	Corporate Average Fuel Economy
CatEx	Categorical Exclusion: An environmental clearance for certain projects that do not require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS)
CBD	Central Business District
CCTV	Closed Circuit Television
CMAQ	Congestion Mitigation and Air Quality improvement program
COFC/TOFC	Container On Flat Car/Trailer On Flat Car
CR	County Road
DSRC	Dedicated Short-range Communications
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency

FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year: The federal FY is October 1 through September 30. Arkansas' FY is July 1 through June 30.
GIS	Geographic Information System
GPS	Global Positioning System
HAR	Highway Advisory Radio
HBRRP	Highway Bridge Replacement and Rehabilitation Program
HIP	Highway Improvement Program
HSATS	Hot Springs Area Transportation Study
HOV	High Occupancy Vehicle
IM	Incident Management
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991. Landmark legislation provided the funding and rules for transportation planning through 1997. Replaced in 1999 by TEA-21.
ITS	Intelligent Surface Transportation Efficiency Act of 1991. Landmark legislation provided the funding and rules for transportation planning through 1997. Replaced in 1999 by TEA-21.
ITS	Intelligent Transportation Systems
L RTP	Long Range Transportation Plan
MIS	Major Investment Study
MPO	Metropolitan Planning Organization; every metropolitan area over 50,000 has one. The MPO is mandated by federal statute, and is responsible, together with the state and operations of public transportation, for transportation planning within the metropolitan planning boundary. The Hot Springs area boundary includes; City of Hot Springs, City of Mountain Pine, Hot Springs Village, Garland County, Hot Spring County, Greater Hot Springs Chamber of Commerce, and The Arkansas State Highway Department.
MSA	Metropolitan Statistical Area
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Protection Act of 1969
NAAQS	National Ambient Air Quality Standards
NAFTA	North American Free Trade Agreement
NHS	National Highway System
NWS	National Weather Service
OAD	Ozone Action Day
O & M	Operations and Management
PDA	Personal Digital Assistant

PE	Preliminary Engineering
PIA	Project Inflation Adjustment. Applied to qualifying projects based on a two-year quarterly moving average of the Arkansas Highway and Transportation Department Construction Cost Index.
PPM/PPB	Parts Per Million/Parts Per Billion
PSR	Pavement Surface Rating
RAN	Regional Arterial Network
ROW	Right-of-Way
SCAT	South Central Arkansas Transit
SH	State Highway
SIP	State Implementation Plan for air quality control
SRN	Strategic Regional Network
STIP	State Transportation Improvement Program
STRANET	Strategic Highway Network
TAC	Transportation Advisory Council. A citizen policy advisory group to be formed for the HSA-MPO. The TAC is responsible for long-range plan recommendations to the Metropolitan Planning Organization
TAZ	Traffic Analysis Zone
TC	Technical Committee. The technical advisory committee of the HSA-MPO. The technical committee evaluates the three MPO planning products and makes recommendations to the MPO Board of Directors.
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century, transportation legislation that superseded Intermodal Surface Transportation Efficiency Act
TIP	Transportation Improvement Program. A financially constrained listing of transportation projects, consistent with the long-range plan, to be initiated within a three to five-year period.
TM	Traffic Manager
TMC	Traffic Management Center.
TOC	Traffic Operations Center
TWLTL	Two Way Left Turn Lane, also called continuous center turn lane
UPS	United Parcel Service.
UPWP	Unified Planning Work Program specifies the HSATS planning activities and budgets undertaken annually by the Hot Springs Area MPO, Intercity Transit and the AHTD.
US DOT	United States Department of Transportation
UZA	Urbanized Area.
UZA-STP	Attributed Surface Transportation Program funds sub-allocated to the Hot Springs Transportation Study urbanized area.
V/C	Volume to capacity ratio
VMS	Variable Message Signs

VMT

Vehicle Miles Traveled

## **DEFINITION OF TERMS**

**Arkansas State Highway and Transportation Department (AHTD)** – The statewide agency that is responsible for the state’s highway system as well as providing assistance for other modes of transportation, including planning assistance to metropolitan planning organizations within the state.

**Americans with Disabilities Act of 1990 (ADA)** – Federal legislation which mandates changes in building codes, transportation and hiring practices to prevent discrimination against persons with disabilities.

**At-grade Railroad Crossing**- Intersection of roadway and railroad crossing where both share the same geographical point of elevation. Rail grade separation projects (e.g., construction of overpasses) were identified by central Arkansas citizens as a safety priority.

**Constrained Project List** – A list of transportation projects from the Unconstrained Project List that have been filtered through an evaluation process involving assessment of accessibility, economic impact, maintenance, mobility, intermodal support, safety, quality of life, and the available financial resources. Approved by the technical committee and policy board and having undergone public involvement procedures.

**Day** - Anytime a number of days are specified in this document, such as 14-day comment periods, 45-day comment period, etc., this specifically means calendar days and such period would include weekend days and holidays.

**Enhancement (ATEP, ENH)** - TEA-21 defines transportation enhancements to include bicycle and pedestrian facilities, acquisition of scenic easements and historic sites, scenic or historic highway programs, landscaping or other scenic beautification, historic preservation, rehabilitation and operation of historic transportation facilities, preservation of abandoned railway corridors (including their conversion to bicycle and pedestrian facilities), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

**Environmental Justice (EJ)** – A term referring to the federal government’s commitment to “avoid, minimize or mitigate disproportionately high or adverse health and environmental impacts, including social and economic impacts, on minority and low-income populations; to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low income populations.” EJ programs have been expanded in recent years to include the elderly, disabled, as well as low literacy populations.

**Federal Highway Administration (FHWA)** – A branch of the U.S. Department of Transportation that administers the Federal-Aid Highway Program, providing financial assistance to states to construct and improve highways; The FHWA also administers the Federal Lands Highway Program that provides access to and within national forests, national parks, Indian reservations and other public lands.

**Federal Transit Administration (FTA)** – A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance for the planning and development of public transportation systems; The FTA provides technical assistance and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility.

**Freeway** - Although classified as principal arterials, freeways have unique geometric design and are usually identified as a separate design category when discussing the functional classification of roads.

**Functional Classification** - Roads and streets are classified according to their primary function. See individual definitions for Principle Arterial, Minor Arterial, Collector and Local Streets.

**High Priority Project (HPP)** - Federal funding category. Provides designated funding for specific projects identified by congress, each with a specified amount of funding over the six year of TEA-21. HPP funds cannot be flexed. Replaced Demonstration funding category.

**Hot Springs Area Metropolitan Planning Organization (HSA-MPO)** – The entity responsible for transportation planning and coordination for the Hot Springs Urbanized area. The MPO provides a forum for regional planning, collaboration and decision-making and is responsible for the three-year Transportation Improvement Program and the 20-year Long Range Transportation Plan.

**Hot Springs Intracity Transit (HSIT)** – The public transportation service provider in Hot Springs. HSIT provides regular route bus service in the area as well as paratransit service.

**Intelligent Transportation Systems (ITS)** - A communications and technology overlay on the transportation network. Essentially, ITS facilitates the gathering of real-time information, which when passed on to the general public, can lead to (1) more efficient system use and (2) more efficient system management.

**Intermodal** - Refers to the linkages, or connectivity, of the various modes involved in the movement of people and goods. Under TEA-21, transportation planning must be conducted from an intermodal perspective.

**Intermodal Surface Transportation Efficiency Act (ISTEA)** - See the definition for Transportation Equity Act for the 21st Century (TEA-21).

**Local Street** - The purpose of local streets is to provide direct access to abutting land. They can exist in any land use setting: residential, downtown, or industrial. Movement on local streets involves traveling to or from a collector or arterial. Trip length is short, volumes are often low, and speeds are slow.

**Long Range Transportation Plan (LRTP)** – A 20-year forecast plan which addresses overall regional goals for transportation policies and improvements. The LRTP serves as the region’s defining vision for transportation systems and services.

**Metropolitan Planning Organization (MPO)** - Every metropolitan area over 50,000 has one. The MPO is mandated by federal statute and is responsible, together with the state, for transportation planning within the metropolitan planning boundary. Metroplan is the designated MPO for central Arkansas.

**Minor Arterial** - Minor arterials interconnect with and augment the principal arterial system. Minors accommodate trips of somewhat shorter length and slightly lower level of service.

**Mode (of transportation)** - A particular form of travel - for example, walking, bicycling, riding the bus, driving a car, etc. Mode, mode choice, modal (intermodal and multi-modal) are frequently used transportation planning terms.

**National Highway System (NHS)** - (1) A system of interstates and principal arterials, officially designated by Congress in 1994, and for which funds are set aside in TEA-21. (2) Federal funding category that provides funds for improvements to rural and urban roads that are part of the National Highway System, including the Interstate system and designated connections to major intermodal terminals.

**Paratransit** - Refers to a variety of flexible transportation services, operated either publicly or privately. The most common form of paratransit is provided by taxicab operators. Typically, paratransit services are provided by small-scale operations using low-capacity vehicles, and are targeted to the frail, elderly and disabled. CATA operates a paratransit service called LINKS.

**Policy Board** – The governing body of the HSA-MPO that includes local elected officials and representatives of transportation and development agencies.

**Principal Arterial** - Also called major arterials, these roadways are intended to provide a high degree of mobility and serve longer trips. They accommodate higher operating speeds and levels of service, since movement, rather than access, is the function. Principal arterials include all interstate highways, freeways and expressways, as well as other major roadways.

**STP** - An intermodal block grant type program established by ISTEA and continued by TEA-21, which is available for all roads not functionally classified as local or rural minor collector, and/or capital expenditures for other transportation modes. STP funds may also be used for surface transportation planning programs.

**Statewide Transportation Improvement Program (STIP)** – A staged multi-year listing of highway and transit projects proposed for federal, state and local transportation funding encompassing the entire state. The STIP, which is prepared by the AHTD, is also a compilation of the Transportation Improvement Programs prepared by metropolitan areas, as well as project information for non-metropolitan areas.

**Technical Committee** – The HSA-MPO standing committee that advises the Policy Board on technical transportation issues and provides input for required planning documents. The Technical Committee reviews the Transportation Improvement Program and the Unified Planning Work Program as well as serving as the key committee for conduct of the Long Range Transportation Plan.

**Transportation Depot** – A building on the National Historic Registry near the center of downtown Hot Springs. ADA accessible with a large conference room, Intracity Transit city bus system and the MPO office.

**Transportation Demand Management (TDM)** - A system of actions whose purpose is to alleviate traffic problems through effective management of vehicle trip demand. These actions, directed primarily at commuter travel, are structured to either reduce the dependence on and use of single-occupant vehicles, or to alter the timing of travel to other, less congested, time periods. A process rather than a product, the goal of TDM is to maximize the movement of people, not vehicles, within the transportation system.

**Transportation Equity Act for the 21st Century (TEA-21)** – The federal law that authorizes federal funding for transportation investments for the Fiscal Years 1998 through 2003 (TEA-21 must be extended or reauthorized after October 2003).

**Transportation Improvement Program (TIP)** – A staged, multi-year listing of surface transportation improvements proposed for federal, state and local funding within a metropolitan area. MPOs are required to prepare a TIP as a short-range programming document to complement the long-range transportation plan. The TIP contains projects for which funding has been committed and must be updated at least every two years.

**Unconstrained Project List** – A list of all potential transportation projects based on input from technical committee, policy board, and the public, and having undergone the public involvement process.

**Urbanized Area (UZA)** - The dense, contiguous urban core, as defined by the U.S. Census. The population in the UZA determines the amount of attributed STP funds a TMA receives.