



Nolan Schroeder
City Administrator
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Dear Mark Malone and the SD DOT,

Thank you for taking the time to meet with us on February 24 at City Hall. From our conversation during that meeting we have worked on the items discussed and have come to a consensus on multiple details of the project that were still in question. Please find the detailed response below that represents a unified response from the stakeholders involved representing the City of Hot Springs.

Bicycle Lanes: The City of Hot Springs favors removing the proposed bicycle lanes along the entire stretch of North River Street, Jennings Avenue and Chicago Street to ensure adequate parking is available for our downtown businesses. After learning the bike lanes would not be marked and signed like a traditional bike lane, and instead act as a shared path of travel, we believe this space is more valuable to support maintained levels of parking.

Sidewalks: It is critical this project provide sidewalks for walking on both sides of the street for the full length of the project. Based on our pedestrian study conducted in April, this is essential in making our community not only more walkable, but also safer for those that walk, scooter, and ride to their destination by alternative transportation means. We request the DOT be especially cognizant of businesses on North River Street and Jennings, ensuring maximum width sidewalks in front of businesses to accommodate pedestrian business traffic. Further, the City of Hot Springs is expecting the DOT will ensure sidewalk is poured to the threshold, creating a complete, continuous and finished look for the project and include a minimum 1" expansion joint between the new sidewalk and the existing buildings.

The City will be looking for more decorative pavements to be included in the design at all crosswalk/pod locations to provide added texture, visual appeal, and increase the pedestrian experience in our town. Additionally, the City would like to look for additional areas to incorporate decorative pavements such as in front of the Visitor Center Depot.

Parking: The City of Hot Springs favors eliminating reverse diagonal parking as an option. Along North River Street we ask for parallel parking and sidewalk along the river wall, with diagonal parking in front of businesses. This will allow for less pedestrian roadway crossings as more parking will be directly in front of businesses and will move truck traffic further away from our historic buildings. With this change



we can install more handicapped parking spaces in the downtown area which we currently do not provide an adequate amount of.

Along Jennings Avenue the City favors diagonal parking on both sides as it is currently to eliminate lost parking for businesses along this road.

The City agrees with the DOT proposal along N. Chicago Street from Jennings to University, keeping the block consistent with parallel parking on both sides.

The City agrees with the DOT proposal along S. Chicago Street from University to Albany Avenue, keeping the block consistent with parallel parking on both sides.

From Albany Ave. south toward 343 S Chicago Street, the City favors diagonal parking on both sides as it is currently. This preference eliminates the bicycle lane along Chicago but preserves much needed parking for our businesses along both sides of the road. Further, this design compromise also ensures pedestrian sidewalks that are essential to making our town more pedestrian friendly as indicated in the 2015 spring pedestrian assessment.

Lighting: The City of Hot Springs seeks to maintain architectural style lighting similar to what we currently enjoy in the downtown area. We will provide fixture specifics via email. In short, we are looking to use a full cutoff, LED design to eliminate light pollution. We favor a reduced amount of fixtures so as not to take up as much room along the sidewalk real estate, and also ensuring fewer lights to maintain. We would like to explore the cost associated with extending architectural style lighting toward Taco Johns and also on Battle Mountain Avenue. If this is not financially feasible for the City we support a low-profile, LED fixture with a flat lens that minimizes light pollution and glare.

Below are site specific requests of the City for the final design of the project, taking into account the above requests.

1. Intersection of Battle Mountain Avenue and North River Street: Relocate parking lot exit for Fall River County parking lot to be opposite of 745 Battle Mountain Ave./1041 N River Street
2. Preferred Alternative: Correct for the acute angle turn from North River Street on to Battle Mountain Avenue by widening this intersection, rather than adding a lined buffer and removal of the left turn lane as proposed
3. Ensure parallel parking in front of 801 North River Street as this is the only parking available to a private residence (accomplished by removing bicycle lanes)
4. Design the proposed sidewalk in front of the Visitor Center Depot to avoid flooding from storm water discharge along curb
5. Return parallel parking in front of Visitor Center Depot (accomplished by removing bicycle lanes)



6. North River Street from 509 N River Street to Jennings Ave.: diagonal parking in front of businesses, parallel parking on river side (accomplished by removing bicycle lanes)
7. Ensure a unified, attractive railing along the river wall that conforms with design best practice for rail spacing and design
8. Traffic Signal: The City would like the option to install a black traffic signal to match the architectural style light poles in the downtown area; this upgrade is cost contingent
9. The City requests the land unused for roadway be reverted back to the City where the building at 102 S. Chicago is being removed
10. The City request the land unused for roadway where 6th Street is being rerouted
11. Improved grading at the intersection of 5th Street and South Chicago Street to ensure improved sightlines for those stopped on 5th Street joining traffic along South Chicago Street
12. Plant an evergreen tree break along S. Chicago Street and Indianapolis Avenue to dampen sound from highway traffic next to a residential area, supplementing existing deciduous trees
13. Install apron at intersection of Valley View and S. Chicago Street
14. The City of Hot Springs is interested in infrastructure at one, or possibly two points that can support the hanging of event banners or holiday decorations across the roadway

In addition to the above requested modifications, the City looks forward to continued fruitful discussions regarding vegetation, trees, pedestrian amenities, improved signage and softening the hardscape associated with this project. We understand this is a highway project regulated by federal guidelines, however, this is also the major artery through our community's downtown; it is of critical importance for us to ensure the design can accommodate vegetation, including trees, and other amenities that provide the setting for our downtown to flourish. This is a design that will define our community for the next half-century; together we must maximize its appeal for shopping, dining, lodging, and overall quality of life.

If you have further questions, please do not hesitate to contact me. I would like to reiterate we are grateful the SD DOT is moving ahead with this project for our community. We understand there are many challenges with this reconstruction. That said, the City of Hot Springs is committed to ensuring a great partnership with the DOT throughout the project to provide safe travel as well as creating a beautiful and well thought out design for our town and its many residents and visitors.

Best,

Nolan Schroeder

CC: Mayor Donnell, Public Works Engineer Tracy Bastian, Planning Administrator Kim Barbieri