HIGHWAY 316
IMPROVEMENTS PROJECT

DEPARTMENT OF TRANSPORTATION

February 2018
1. A Message from the City
2. Project Area
3. Traffic Conditions
4. Pedestrian/Bicycle Comfort & Safety
5. Next Steps
6. Q&A
City of Hastings

- Supports a study of potential Hwy 316 improvements.
- Acknowledges area safety concerns for drivers, pedestrians, and bicyclists.
- Commits to working with Hastings residents and MnDOT to develop and implement a plan that improves safety and traffic flow in this area.
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The Hwy 316 Project Area extends from the north junction of Hwy 61 and Hwy 316 to the south junction of Hwy 61 and Hwy 316.

The Evaluation Area extends from the north junction of Hwy 61 and Hwy 316 to south of Tuttle Dr.
• Pavement all along Hwy 316 is deteriorating and will be improved in 2021
• Residents, commuters, freight, pedestrians and bicyclists all share the road
• Speed is a known concern
• Highway access and left turns are difficult during peak times
• Lack identified street crossings and trail/sidewalk connections
Evaluation Area Goals

- Evaluate existing safety & traffic conditions and determine access needs.
- Improve access to local businesses, homes, and neighborhoods.
- Evaluate pedestrian and bicycle facility options.
- Maximize existing infrastructure to make improvements.
MnDOT and the City of Hastings are open to finding additional funding to support additional infrastructure improvements, but the cost and impacts must be considered.
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Traffic Overview

- Hwy 316 carries more traffic than Hwy 61 in this area.
- Many vehicles have average trip lengths that exceed 30 miles.
- 94% of traffic are personal vehicles.
- 6% of traffic are commercial trucks.
- 35-55% of all trips on Hwy 316 begin or end in Red Wing.
- 45-55% of all trips on Hwy 316 begin or end in Hastings.

Highway 316 is functioning as a regional connector for north-south traffic.
A speed study conducted by MnDOT shows that many vehicles travel 5-10 mph over the speed limit throughout the corridor. 15% of vehicles travel even faster than that!
Traffic Operations

During peak hours - especially on the north end of the evaluation area - it is difficult to access Hwy 316.

Left turn movements are difficult to make into and out of side streets.

The steady flow of traffic on Hwy 316 results in increased delay times and queuing on side streets and in turn lanes.
These short trips could become bicycle or pedestrian trips with facility upgrades and identified street crossings.

Majority of truck trips are 50-100+ miles one-way.

Majority of passenger vehicle trips are 30-40 miles one-way.

Traffic Behaviors

Hwy 316 TRIP LENGTH PROFILE
TYPICAL WEEKDAY (SOUTH OF TIFFANY DR)

Research from StreetLight Data
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Residents want more designated trails and sidewalks and identified street crossings to access parks, businesses and community activities.

These areas have a high potential for pedestrian/bicycle crossings.
Next Steps

- Data-Gathering/Community Engagement (Winter 2018)
- Alternatives Evaluation (Winter 2018)
- Community Engagement (Spring 2018)
- Design Recommendations (Summer 2018)
- Preliminary Design (Summer 2019)
- Final Design (Winter 2020)

2021 - Pavement Resurfacing
We Want to Hear From You!

Your participation will help us assess and prioritize corridor improvements.

Complete a Comment Form
Visit our Interactive Station
Comment on our Interactive Map

mndot.gov/metro/projects/hwy316
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QUESTIONS OR COMMENTS?