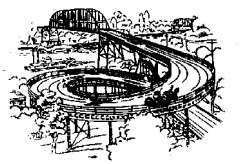


APPENDIX A

Hastings Area Roadway System Study

Rational for Study, Goals & Objectives, Evaluation Criteria



Hastings on the Mississippi

What are the opportunities or problems with the local and regional roadway system that have prompted this Study?

- The Metropolitan Council estimates the population in the Hastings area to increase from approximately 20,000 in 2000 to 32,500 by 2030. The City will consider the magnitude of this growth during the development of their 2030 Comprehensive Plan. Based on this potential growth, it is necessary to plan for future transportation improvements to serve local and regional traffic.
- TH 55 and TH 61 are currently congested roadways. In 2000, the area between TH 61 and Pine Street on CSAH 46/47 (Vermillion Road) was approaching capacity. Future traffic projections indicate 2025 average annual daily traffic (AADT) volumes to approximately double 2000 volumes. Safe and efficient roadway route choices for local and regional traffic are necessary to reduce overburdening the existing highway and city street system.
- Findings of the Highway 316 Bypass Feasibility Partnership Study completed in 2002 indicated the need for further study of the arterial and collector system.
- Coordinating corridor routes and land use planning now will result in a more sustainable community.
- Developing a comprehensive roadway network vision provides an opportunity to avoid negative environmental, social, and economic impacts.
- Rapidly increasing cost of land, future growth pressures, and traffic projections in the Study area document the need for corridor planning.

What are the Study's Goals & Objectives?

The overall Study Goal is to identify a long-term vision for a system of collector and arterial roadways in the potential growth areas south and west of the City that will provide for the future development of a safe and efficient system of roadways in the Hastings area. Specific Study Goals, Objectives, and Evaluation Criteria are as follows:

GOALS	OBJECTIVES	EVALUATION CRITERIA (Likelihood to...)	
TECHNICALLY FEASIBLE			
Establish a Roadway Network Vision that provides safe and efficient movement of people, goods, and services.	1. Preserve and enhance the functionality of the Principal Arterial roadways in the Hastings Area (TH 55, TH 61 and TH 316).	Create Minor Arterial & Collector roadway connections that relieve travel demand on Principal Arterials by providing an efficient route alternative	
	2. Establish a vision for a Principal Arterial route between TH 61 and TH 316 to enhance regional mobility.	Provide a Principal Arterial route that could be improved to meet future travel demands between 25th Street & 170 th Street	
		Provide opportunity to reduce access locations to be more consistent with the targeted 1-mile spacing guidelines for improved safety & mobility of the corridor	
		Provide Collector street connectivity that maintains land access while achieving Principal Arterial mobility functions	
		Provide a corridor that offers options to drivers to efficiently connect them with the locations where their trips begin & end	
	3. Establish a Minor Arterial roadway vision that links to CSAH 47 corridor and CSAH 46 corridor to the Principal Arterial system, while allowing the development of a supportive system of collector roadways for local traffic circulation.	Create a corridor vision that can be developed to safely & efficiently meet the existing & future east-west travel demands on CSAH 46 between CSAH 47 & TH 61	
		Create a corridor vision that can be developed to safely & efficiently meet the existing & future southwest-northeast travel demands on CSAH 47 between CSAH 46, TH 61 & TH 55	
		Identify routes for a safe & efficient intersection with the Principal Arterial roadway & maintain access spacing on the Principal Arterial (1 mile spacing of Primary Intersections)	
		Provide a corridor vision that offers options to drivers to efficiently connect them with the locations where their trips begin & end	
		Provide public street access & traffic controls consistent with the Dakota County Transportation Plan for Minor Arterial roadways (½ mile spacing of Primary Intersections, ¼ mile spacing of Secondary Intersections)	
		Recognize & maintain role of existing City of Hastings collector roadways (e.g. General Sieben Drive, Pleasant Drive, 15th Street, 36th Street)	
	4. Establishes a vision of existing and future collector roadways to accommodate trips beginning and ending within the City of Hastings.	Expand Collector Street system to developing areas to promote connectivity with the City & to the Arterial Roadways (½ to 1 mile spacing between Major Collector roadways)	
		5. Integrate the movement of trips in the roadway network through system continuity and connectivity.	
Provide continuity of roadways by minimizing jogs in Principal & Arterial roadways			
Provide safe & efficient crossings of the Principal & Minor Arterial roadways			
5. Integrate the movement of trips in the roadway network through system continuity and connectivity.	Avoid or minimize excessively continuous local roadways		
	Identify existing & future function & jurisdictional responsibilities for each roadway in the Study area		
	ECONOMICALLY VIABLE		
	Establish a Roadway Network Vision that strategically invests public dollars, while preserving and promoting public and private residential and business activities.	6. Minimize roadway construction and right-of-way costs.	Maximize use of existing roadway alignments, bridges & right-of-way
Minimize the number of potential business & residential relocations			
Avoid or minimize future roadway alignments in areas with soils not suitable for roadway construction or known hazardous waste sites			
Minimize need for new bridges over the Vermillion River & other costly structures			
7. Provides an opportunity for corridors to be established through development driven initiatives.		Locate roadways within 2030 growth boundary or adjust 2030 growth boundary to include critical roadway connections	
8. Maintain accessibility of existing business and civic destinations.		Provide local & collector street access to properties that efficiently connects to trip origins	
9. Maintain opportunity for quality development opportunities.		Minimize severing of large development properties	
10. Provide opportunity for continued agricultural operations.		Avoid or minimize impacts & severing of prime farmlands outside of city 2030 growth boundary	
		Avoid or minimize impacts to existing agricultural land irrigation systems	
ENVIRONMENTALLY COMPATIBLE			
Establish a Roadway Network Vision that avoids or minimizes impacts to known environmental features and known sensitive areas or groups of people.	11. Avoid or minimize impacts to environmental features in the Hastings area.	Avoid or minimize wetland & flood plain impacts	
		Avoid or minimize impacts to quality wooded areas, regionally significant ecological areas & known habitats of threatened or endangered species	
		Avoid or minimize new crossings of the Vermillion River	
12. Avoid impacts to known sensitive areas or groups of people.	Avoid roadway alignments on or near known historic properties, cemeteries, known archeological sites or groups of people		
13. Avoid or minimize impacts to parkland.	Avoid park & trail (Section 4f) impacts		